cycle news

VOLUME VII NUMBER 17 North & Western Edition May 12, 1970

MERT REPEATS AT CUMBERLAND

25¢

Cumberland National winner Mert Lawwill at full cry on the Ascot Half-Mile. Lawwill made it two years in a row by winning the Cumberland, Md. National over the weekend. Plagued by mechanical problems with his road race machinery and aced out of a points gaining race at Atlanta by transportation difficulties, Mert now stands fifth in current point standings. However, the season is young and Mert's Harleys now seem to be right on. Photo by Dennis Greene.

NEWSPAPER
CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY WEDNESDAY NIGHT (Beginning April 29th)
FLAT TRACK & TT RACING, at Orange Co. Raceway. Take S.D. Fwy to Valencia or S.A. Fwy to El Toro road to Valencia, right to track. Gates open 6 p.m. Sign up closes 7:30 p.m. 1st race 8 p.m. 125, 250, 500 & Open Classes, Am. & Expert. ACA Sanction.

EVERY FRIDAY NIGHT (Beginning May 1st)
CLASS A Speedway Racing at Orange County Fairgrounds, Costa Mesa. Gates open 7 p.m., Racing 8 p.m. Free parking and programs.

EVERY SATURDAY NIGHT
TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUN. OF EVERY MO.
Deadman's Point, Apple Valley, Cal. 1st Sun. European Scrambles, 3 Classes, 1 hr. each – 8 a.m. Practice – 10 a.m. start – 3rd Sunday, Motocross – all classes, 8 a.m. prac. – 10 a.m. start. $1.00 Entry Fee – Info: (714) 247-7473 (eves.)

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Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info: (213) 927-3860.

WEDNESDAY, MAY 6th

SHORT TRACK & TT by ACA at Orange County Speedway, El Toro, Cal. Pit gates open 6:00 pm, first event 8:00 pm. Info: (714) 528-4290.

THURSDAY, MAY 7th

TT RACES at Ascot Park. Pro racers include Van Leeuwen, Romero, Castro, Rockwood and others. Racing starts at 8 pm, with admission $2.95 for adults, $1.95 Juniors. $1 for kids 8-12

FRIDAY, MAY 8th

SPEEDWAY RACING by International Speedway Inc., every Friday night at Orange County Fairgrounds, near Intersection of Newport Blvd. and Fair Dr. in Costa Mesa. Racing starts at 8:15 pm.

HALF-MILE RACES at Ascot Park. New Rooster tail track for some of the biggest names in pro racing, including Lawwill, Romero, Aldana, Brelsford, and Seabourne. Adults $2.95, juniors $1, under 8 free.

SCRAMBLES by Hi Hats M.C., every Friday night at Vallejo Race Track. AMA sanct. $2 to ride or watch, three number plates a must. 6 bikes to a class, all classes. Signup starts at 5 pm, races begin at 8:15 pm. Dist. 36 sportsman points and trophies in all classes. Info: (415) 228-5676.

SATURDAY, MAY 9th

MOTOCROSS by River Ridge Associated at Zillah, Wash. Follow signs from center of town to Lower Park. Race starts at 1:30 pm, entry fee $3. Classes are 14 and under, powder puff, 125, 175, 250, and over 250. Overnight camping.

SCRAMBLES by Hayward M.C. at Hayward Speedway, 3800 Depot Rd. First race 7:30 pm. $2 to ride or watch, ages 6-12, $1. Practice 4:30-6 pm. Pits open at 4 pm. Info: (415) 783-9922.

ENGLISH TRIALS by Pacific Northwest Trials Association. Located at Yantis Park, corner of S.W. 2nd and Dehaven St., Milton-Freewater, Ore. Signup 12:30 pm, start at 2 pm. Entry $3.50 non PNTA, $2.50 PNTA. Helmets required. Info: (503) 566-3526.

MINIBIKE RIDING only on Minibike course $1.00 per bike and rider. 10-4. Huntington Beach Cycle Park. Info: (714) 897-4458.

SUNDAY, MAY 10th

AMA PRO at Dixon Fairgrounds, 15 miles west of Sacramento. Short track, third mile dirt. Purse $600. Trials 7 pm, Races 8 pm.

MOTOCROSS by ACA, at Anzac Raceway, Palmdale, Cal. All Sportsman classes and 125, 250 and 500cc Senior classes. Practice 9:00 am, first event 11:30 am. Info: (714) 528-4290.

HARE SCRAMBLES, 2nd Annual Mother's Day Function by Red Dots M.C. AMA sanct., Dist. 37 points. LeMans start. Two 35 mile loops. Finisher pins. Limed from Mojave on Hwy 14. Start at 10 am. Entry $3. Info: (213) 241-7778.

HARE SCRAMBLES by Sod Busters M.C. Closed 65 mile (plus) course. Limed from north end of Magnolia Ave., Santee, Calif. Signup 8 am, first out at 10 am. Entry $2.50, gate fee $1. Proceeds to Santee Youth Organization.

ROUGH SCRAMBLES 3rd Annual Mother's Day Race by Powder Puff Assn., at Perris Raceway. AMA sanct., Dist. 37 points. 10 laps, more or less. Info: (213) 375-0737.

EUROPEAN SCRAMBLES by Allgood Racing Enterprises, at Carlsbad Raceway, 2nd race of series. Seven miles east of Interstate 5, on Palomar Rd. Mail entry $7.50, Post entry $12.50. Registration and practice between 8-12 am, with race starting at noon. $1000 in cash or trophies to winner. Championship pts. Info: 7982 La Jolla Blvd., La Jolla, Calif. 92037. (714) 488-6006.

TT RACES. Huntington Beach Cycle Park by Huntington Racing Assoc. Signup 8-10 $2.50 entry for non-members $2.25 for members. Gate $1.50. Info: (714) 897-4458.

TT SCRAMBLES by Ashland Lancers M.C. at Ashland, Ore.

MOTOCROSS AND OBSERVED TRIALS at Motor Sprot Park, Ft. Worth, Texas. Texas Championship Series. Trials start at 10 am, racing at 2 pm. Info: (807) 335-2109.

MOTOCROSS by Bay Mare Cycle Association, at Bay Mare. AMA sanct., Dist. 37 points. Motocross numbers only. Post entry $5, mail entry $3 to Bay Mare Cycle Assoc., 13902 Hamilin St., Van Nuys, Calif. 91401.

SPORTSMAN SHORT TRACK by J.&J. Enterprises and IMRA Inc., at Red River Speedway, Wichita Falls, Texas. Starts at 2 p.m.

SCRAMBLES by Palo Alto M.C. at Fremont Drag Strip. All new track, grandstands. AMA sanct. Ten miles north of San Jose on Oakland Fwy. Signup 9-12 am. Alle classes. Admission $2, plus 25¢ per rider for insurance.

MOTOCROSS by Bob Bailey, at Ascot Park. Four event series starting May 3. Post entry $5. Pits open 7 am, practice 8 am, Juniors race at 11 am and Seniors at noon. Spectators watch 7-11 am action free, after 11 am, $2.45 with coupon in paper.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

HARE SCRAMBLES by Sod Busters M.C. Closed 65 mile (plus) course. Limed from Intersection of Mission Gorge Rd. and Carlton Hills Blvd., Santee, Calif. Signup 8 am, first out at 10 am. Entry $2.50, gate fee $1. Proceeds to Santee Youth Organization.

MOTOCROSS by Kern County Trailblazers M.C., at Poso Park, 18 miles N. of Bakersifled on hwy 99. All classes. AMA sanct., Dist. 35 points. Out of Dist. cards honored. Practice 8 am, first race at 10 am. Post entry $4, mail entry $2, to 240 E. Ash, Shafter, Calif. Mail closes May 6. Info: (805) 832-8538.

THURSDAY, MAY 14th

TT RACES 3rd Sat. night of every month at the Tulare Fair Grounds.

FRIDAY, MAY 15th

AMA NATIONAL ENDURO CHAMPIONSHIP 100 mile run by International Speedway Corp., Talladega, Ala.

SCRAMBLES by Hi Hats M.C., every Friday night at Vallejo Race Track. AMA sanct. $2 to ride or watch, three number plates a must. 6 bikes to a class, all classes. Signup starts at 5 pm, races begin at 8:15 pm. Dist. 36 sportsman points and trophies in all classes. Info: (415) 228-5676.

SPEEDWAY RACING by International Speedway Inc., every Friday night at Orange County Fairgrounds, near intersection of Newport Blvd. and Fair Dr. in Costa Mesa. Racing starts at 8:15 pm.

FREE FILM SHOWING by Pacific Coast Honda, at Peck Park Aud., 500 N. Western Ave., San Pedro. Motocross and desert films start at 8 pm. No tickets necessary.

SATURDAY, MAY 16th

ROAD RIDER'S ENDURO by Lockheed ERA M.C. About 250 miles of paved roads. Secret check points. Normal enduro scoring. Lots of trophies. Rider's meeting 9 am, first bike off at 10 am. Starting line at Brooks Cyclery, San Jose, Calif. Mail entry $3, post $4. Entry and Info: Al Hayes, Box 35, Sunnyvale, Calif. 94088.

SPORT RIDING, Huntington Beach Cycle Park. Motorcycles on Motocross course only. $1.50 per bike and rider. Minibikes on minibike course $1.00 bike and rider. 10-4. Spectators 50 cents. Info: (714) 897-4458.

SCRAMBLES by Hayward M.C. at Hayward Speedway, 3800 Depot Rd. First race 7:30 pm. $2 to ride or watch, ages 6-12, $1. Practice 4:30-6 pm. Pits open at 4 pm. Info: (415) 783-9922.

(Continued on page 26)

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MERT REPEATS AT CUMBERLAND

By Terry Pratt

CUMBERLAND, MD., May 3, 1970– Mert Lawwill made experience pay off and stole the checkers away from first year Expert Dave Aldana to repeat last year's victory in the Cumberland Half-Mile National Championship.

Most people thought they would never see the day when young Dave could be caught being too careful but after leading 16 laps of the Final Aldana relaxed just that tiny fraction too much and Lawwill cashed in on Dave's cautiousness by sliding his hot Harley around Aldana on the outside coming out of the final turn.

Later Dave said, "I figured I had it won so I was trying to cool it and not fall off. In the last turn I had seen Mert back there but I had the inside sewn up and just didn't think he could pass me on the outside."

Lawwill kept up his charge, made the bold outside move and stopped the clock at the finish line in new record time of 9:10.53. That's some 20 seconds faster than the old record.

Mert's Harley-Davidson team mate, Mark Brelsford led the first two laps before giving way to the snapping Triumph of Larry Palmgren. Aldana had moved to second and on the next go-around Dave pulled his BSA into the lead.

All this time Lawwill was loping along in about sixth place where everyone was packed together like the corwd of 6000 in the grandstands. Mert began working his way through and on lap 13 he passed Palmgren to move into second place, 150 yards behind the fleeing Aldana. Keith Mashburn riding a new Yamaha flat tracker was fourth from flag to flag.

Lawwill crept up on Aldana from lap 13 until the finish. Dave was making time in the turns. His engine was running on less than peak form. In fact after working for hours on a blown engine Dave came out for qualifying running on one cylinder. He dead last and went to the barn Saturday night as first alternate. Miraculously Dave was in the program on Sunday and ran off with a win in his heat race. Lawwill also won his heat and Larry Palmgren picked up the third Expert heat.

The outstanding preliminary race was the 5 lap consolation match. As in the heats only the top three transferred to the Final and there were some top names slugging it out for a chance at the big one. Jim Rice, Don Castro and Gene Romero came out on top after a really hair raising dice with riders like Cal Rayborn and Dick Mann who did not make the 20 lappers. Jim Rice, winner of the last National at Atlanta, Georgia, didn't fare as well Sunday and broke a primary chain in the first lap of the Feature.

Another repeat performance was the Amateur race which was dominated by Doug Sehl, winner of the Amateur portion of the Atlanta National. Doug pushed his Triumph way out in front of Ron Butler and Tod Sloane who picked up the next two spots. Young Sehl gave a hint to his devastating race winning ability when he qualified ahead of everyone that unloaded his trailer. That's right, Doug was first at 25.90 and Mert Lawwill trailed at 25.96. Those two were the only ones under 26 seconds. Doug says he wants to be an Expert. We guess it won't take long.

The program went off with clock work precision and no groans were heard from the riders or the crowd despite the cool overcast weather. Bart Markel was on hand. He wasn't suited up but he says he will be as soon as his collar bone knits together. Gary Nixon came out but just wasn't the same old Gary. But like he says, "Only two more weeks until Talladega."

(Results on page 19)

SPEEDWAY IN FULL SWING

By Mike Capalite

COSTA MESA, CALIF. May 1, 1970 – Speedway racing opened with a roar in Orange County Friday night, as the "S.R.O." crowd of 4,700 fans broke all attendance records for this fairgrounds track. Promoter Harry Oxley assured the fans that by next Friday he would construct seating for an additional 1000 patrons.

The Scratch Main Event was the one everybody was waiting for, as The Great Bear Racing Team had their Fair-Haired boy, Larry Heinselman, in against two teammates from the USA Racing Team, Bill Cody and Mike Konle. Last man on the line in this race – and definitely the man that the other three were concentrating on was Rick Woods. Off the line, Heinselman grabbed the lead, by virtue of being in the pole position, while Woods stormed around the outside, drifting into some of the loose surface thrown out by the previous races. He almost lost it as he dropped back to fourth place trying to control it. Coming out, it was Heinselman, Cody, Konle and Woods. As Rick moved up to pass Konle, Bill Cody spun out in the corner, but both Woods and Konle missed him as this now put Woods into second place. Cody kept the machine running and was back in the race, but no longer in contention as he was three-quarters of a lap behind the leader. Before Woods could get a chance to set Larry up to pass him, Heinselman pulled off the track with a sour engine. This left the win to Woods with Konle second and Cody third.

After an impressive handicap consolation win by Jim Gresham, the Handicap Main Event rolled to the line.

With Larry Earhart jumping to the lead at the start, it was Dennis Gildehaus right behind him, Sonny Nutter spun out while trying a little too hard to get through the pack. But his spin-out was brief, and he was right back into the race almost immediately. Then it was Terry Graham's turn to do the same thing and he also straightened it up and continued in the race. Graham's action was short lived and he spun out again on the next lap. Meanwhile back in the lead, Larry Earhart was being pressured by Dennis Gildehaus with Dennis trying to get a wheel under Larry in every corner. Then, coming out of the last corner for the checkered flag, Larry worried a little too much about how close Dennis was and as he turned the wick up a little too high, the machine just broke loose and he couldn't get the needed traction. That was all Gildehaus needed, as he slid by on the inside for the Handicap Main win.

(Results on page 19)

Bakersfield rider Jeff Sperry gave the hometown crowd a favorite to root for.

Showing his full lock, feet up style, Bill Cody slides on to a feature win at the Orange County opener.

By Mike Capalite

BAKERSFIELD, CALIF. May 2, 1970– With the grandstands at the Kern County fairgrounds packed with mostly newcomer to speedway racing, Rick Woods helped make a number of permanent fans, as he turned in the first Grand Slam of the young speedway season, winning every race in which he was entered.

In the special team match race, Woods and Larry Shaw were pitted against Sonny Nutter and Larry Heinselman, the pride of the Great Bear Racing Team. Woods grabbed the lead into the first corner, but much to his surprise, Nutter took it away on the first lap. But Rick poured it on, took the lead, and started playing his slow down game, whereby he goes into the corner in a full lock slide but keeps his foot down, dropping it hard, and slowing his speed through the corner. As he takes up the whole line through the corner, he is hard to pass, and to avoid a collision, the riders behind him must cut their speeds also, thus, giving his teammate a chance to move up. Luckily his strategy worked, as Shaw was able to get around Heinselman, and as they came across the line, it was Woods and Shaw winning with a score of 4-2.

The second Division Main Event was somewhat of a heartbreaker, as local rider Jeff Sperry had engine trouble on the line and had to set the race out from the beginning. Tommy Bannon took the win in the 2nd division main with Steve Gresham and Les Chanky pushing him hard.

The Scratch Main Event looked like the same line up as Friday night at Orange County, with Rick Woods, Bill Cody and Larry Heinselman. But instead of Mike Konle to back Cody for the USA racing team, it was Sonny Nutter backing Heinselman for the Great Bear Racing Team. As the riders lined up to start the race, Woods jumped the gun and broke through the tapes, and by shear reflex, one of the other riders also went across the line. As they lined up again, instead of going to the pits, Rick was in line and the starting gate went up and the race was on. Nutter just sat on the line thinking the starter would black flag the race and disqualify Woods for his false start. When he realized that the race was not going to be stopped, he took off, but the rest of them had to great of a lead for him to possibly overcome. (The rule state that if one rider breaks the tapes, he is disqualifed, if two or more go across the line on a false start, no matter who actually breaks the tape, it is a restart). Victory number two for Woods.

At the start of the Handicap Main, Jim Gresham took the lead, with Graham and Cody right behind him. Following Cody was Dewayne Keeter and Woods. Woods had just passed Keeter, and as he went into the corner behind Cody, Bill went down and Woods and Keeter were able to miss him by inches. Woods then moved past Terry Graham into second place. With only one lap to go, the crowd was going crazy and cheering like mad, as this was the same situation that had happened in the semi, where Woods had been able to rattle Jim enough to let Rick sneak under him. Jim's luck was just not with him. As he came out of the corner for the checkered flag, Woods got underneath and nipped him by only inches for the win.

(Results on page 19)

Mann To Ride For BSA

VERONA, N.J. May 4, 1970 – Dick Mann, winner of the Daytona 200 and current AMA National points leader, has been signed by BSA as a factory rider for the rest of the 1970 season, it was announced today.

Mann, who was sixth in the point standings last year, rode for the company until a parting of the ways before the start of this season.

According to a spokesman for the company, the 16 year veteran will be aboard a BSA in all National races, starting with the road race at Talladega, Ala. on May 17. Mann will still compete on his Ossa in races of 250cc or less.

cycle news

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voices

CERA COVERAGE, PRO & CONS

This concerns the recent C.E.R.A. II Enduro. We'd like to go on record as saying, "If this wasn't a real gut-bustin' enduro, it sure as hell was mighty close to it!"

We have the feeling ol' Ed Wight and his gang will probably draw a ration of wrath on the wall-to-wall rocks the course provided—

As a matter of fact, we're not too sure, at the increasing toughness of C.E.R.A. enduro, if we'll be able to survive runs III and IV—but, dern you, Ed, "If you can lime it, we can ride it!"

Last but not least, we wish to thank #39Z for the loan of a B9E plug (to 67A) and that wonderful gang who not only provided tire tools, patches, air pump, wrenches, assistance, moral support, etc., to get us on our way for the second loop but even offered to loan a Sachs 125 if we couldn't get the flat fixed! Talk about the shirt off you back—

See all of you at C.E.R.A. III!

BOB COLLINS
HARRY EGBERT

I wish to commend Ron Schneider for his article on the CERA Enduro.

All points were well taken concerning the handling of the event and course markings.

My only comment has to do with the 2nd loop: The "Typical comment" of "This just isn't any fun" which Ron heard after it was over.

Please include this comment in the same bag. I had a ball on the 2nd loop, enjoyed the rocks, dropped 6 points at the check in the canyon, bent my gearshift under the peg, dropped off waterfalls etc. But I still enjoyed the course.

I thought all this trouble was because I rode a 350 lb, 500cc Triumph instead of a 250 lb 360cc motocross machine.

To me, an enduro should be ridable throughout, moderate for the first loop for the novice rider and difficult in the second loop for the advanced rider. Speed averages, plus uneven and varied terrain, should be used; not simply three steps to push your bike up. This will give all classes of rider a fun ride, and make the trophy a real challenge.

BILL GREENE
Hermosa Beach, Ca.

I would like to comment on your April 28, 1970 "Riders Tackle New Land In CERA Run".

I know you report the story the way you get them, and your time is limited in setting them up and printing. But it is a shame that there isn't a little checking with the sponsoring organization before publication.

Being one of the riders that helped set up this course, it is only right to feel a little hostile toward someone who does some shooting down in a publication before checking facts.

First, I don't see how the course could be as hard as was stated. Many of the riders that set the course up were novices, and they didn't "bust any crankcases", even though some probably busted.

As far as "No Outhouses"—granted, there were none. But did Ron Schneiders bother checking with anyone on why? He could have asked the "on the verge of collapse, Ed Wight", and he would have found that the truck with the portable's got within 300 feet of the camp site, said he couldn't go any further and turned around and went home.

Have Ron come out and help set up the next enduro. He may not only learn something, he may be able to help.

Actually I'm not really unhappy with the article as a whole. What does upset me a little is that with a phone call or a question while at the race, there are things that wouldn't be misunderstood and feelings wouldn't run hot or get hurt.

RICK VAN HOOK
Long Beach, Calif.

THE FEMALE DILEMMA

The Powder Puff class is definitely getting bigger, but it's not going to help if we can't get enough girls together at the tracks to make a class for themselves.

Many California tracks only get one or two girls attending and they have to either ride with the guys or not ride at all. For this reason, girls are reluctant to travel to tracks outside of their district.

If your club or track is one which has only a couple of powder puff riders each race, let other girls know by way of Cycle News letters. Let us know the type of track and event, some dates of events to come, and the number of girls it would take to complete the class.

If we all do this, maybe we can get together and have a pretty sizeable powder puff class at our races, instead of being asked to step aside for the guys.

ELAINE SMITH
Bakersfield, Calif.

(See ed. reply to letter from Lori Griffing.)

...AND ANOTHER

I am a girl motorcycle rider, and have been riding for about two years. My problem?

I would like to ride in an Enduro run—competing only with girls. The competition against men is too rough, and the rough course is designed for these stronger riders.

Please send out a plea for any clubs that would please sponsor a girls' enduro. I would really appreciate your help and any information you could send me.

JERRY FERRIS
Pacoima, Calif.

(See ed. reply to letter from Lori Griffing.)

...AND STILL ANOTHER

I am a 16 year old girl and ride a Yamaha 125 Enduro, at which, with my dad's tutoring, I have become fairly efficient.

My family and I ride every weekend in the hills of Redlands, Beaumont, and frequently in the Anzo-Barrego desert. We set up our own courses, tough as possible, consisting of hill climbs, water hazards, up's and down's, and a few cactus runs thrown in.

I would be most interested in entering competition in the Powder Puff Division at any desert event, if you would be so kind to furnish me with information on how and where to enter.

I would like to know what would be required of me to enter competition in desert racing, or a race like the Elsinore G.P.

We all enjoy and look forward to each issue of your fine newspaper. I'm sure Cycle News has instilled the exciting sport of motorcycling to many people young and old.

LORI GRIFFING
Redlands, California

There are several organizations in Southern California that should be of help to all three of you. The Powder Puff Association (Dist. 37, AMA), for instance, has as its main goal, promoting powder puff events. Diane Connolly, president of the association, said she would be glad to give you the information that you need, if you'll call her at (213) 375-0737, or write to 206 Via Paqual, Redondo Beach, Calif. 90277. The organization meets on the second Wednesday of the month at the Jack Rabbits M.C. clubhouse, 9143 Compton Blvd., Bellflower. Furthermore, if a number of female riders wich to advertise the fact that they'll be riding at a certain race, Cycle News will be more than happy to carry this information in the Calendar...Ed.

THREE GREAT GUYS

I'm writing to thank three great guys for their help in my time of need.

On April 11 & 12, the Hilltoppers M.C. and Fantasy Racing Team were having a field meet on the dry lake in Lucerne.

On Saturday, while out riding, I did a big endo on the edge of the lake, and even before the dust settled, I was being loaded into a truck and taken to the hospital.

I want to thank my brother Bob for holding me together, Gary Johnson for his great driving and Leonard Clanton for his directions in getting me to Apple Valley Hospital.

But not just for that. My injuries were too serious to be treated in Apple Valley. So from there, we went by ambulance. My brother went with me and Gary and Leonard followed, they had to take me to two hospitals before we got to St. Bernidines, where they finally got someone to treat me. Then instead of going back to camp, to a party they stayed until my parents came and until they were sure I was all right.

I have a compound fracture of my arm, a broken leg and a broken collar bone so you can see why I want to say thank you.

If not for their quick thinking and action, I might not be here to write at all.

So, to Bob Dailey, Gary Johnson and Leonard Clanton, thank you again.

Also thanks to all who have come clear up here to visit me.

Oh, even without my help, the Hilltoppers won the field meet. Good going guys!!

DENLY DAILEY
Hilltoppers M.C.

THANKS FOR FILMS

Hats off to the folks of Pacific Coast Honda in Lomita who have recently provided three fantastic evenings of cycle film entertainment to the general public.

I am sure these film presentations have required a great deal of preparation and expense, yet at no time were we given that old "friendly word from the sponsor". To top it off, they brought out the free coffee at intermission.

It is reassuring to find an enterprise such as this that has been willing to slack off on the selling and give cycle enthusiasts some enjoyable entertainment. To me, these folks have displayed a true interest in the sport.

DAVID JONES
Redondo Beach, Calif.

OR . . .

Instead of clubs giving finisher pins, as suggested by Michael C. Hart, I would rather see them spend the money and have the course watered down. This way a run would be dust free and more enjoyable to ride—

Or, instead of marking the course with ribbons and lime, they could paint a 50 foot wide line the full distance of the course. This way there would be no chance of getting lost.

Or, double your money back guarantee if you fail to finish—

Or, take the results and paper your walls with them. (This would make a very nice and large plaque).

Or???

BILL ZAREMBA
Covina, Cal.

ENGINE MOUNT 'BUSTER

I would like to thank rider #47z, who supplied me with an engine mount at the C.E.R.A. Enduro II when nine sheared off. I was able to finish and this alone meant quite a lot to me as it was my first Enduro.

D.H. PARKER
Redondo Beach, Calif.

PIT RACING PROMOTERS?

I would like to voice a disgusted opinion of 200 or more riders, pit crews and spectators that attended the Simi Valley M.C. race on April 26. It was advertised that it would be held at Four Corners, but was in fact 25 mi. away, with 10 mi. of that being rough, dirt roads.

Sunday morning they held up the races for one hour, leaving riders sitting on the starting line so they could sign up late entries.

The course was supposed to be two 35 mi. loops. The first loop was about 45 to 50 mi. and left about 100 riders no more than 5 mi. from the pits for lack of fuel.

The pit area was a disaster. It was beside the dry lake bed, and cycles and dunebuggies threw hookers and raced up and down all during the race, making it impossible at times for the pit crews to spot their riders. The riders themselves had to completely stop to avoid a collision in the dust at zero visability. The courtesy of those nit-wits leaves a lot to be desired. They should have been approached by a member of the Simi Valley M.C. Or were they members themselves?

B.M. HAZLETT
Montclair, Calif.

PROTECTING RIGHTS

I wish to thank everyone for their cards, calls, and visits during my stay at Kaiser Hospital.

After my crash and looking at my battered helmet, which was one of the best, I am sold on the helmet idea.

Some people say its violates their rights to enforce a helmet law, but what about the rights of your family and friends who had to attend your funeral?

WES ANDERSON SR.

Most of us are sold on the helmet idea, Wes. But are you suggesting that we let law enforcement agencies protect our friends and families from ourselves? ...Ed.

THE FAT CATS

The annual motorcycle exposition held at the Sports Arena has me puzzled.

The big fat cat manufacturers put out their latest goodies in a show place for we consumers to see and purchase but we must pay a $3 price for the look-see.

This show should be gratis on the basis that we consumers, by attending this expo, subject ourselves to advertising schemes.

The high entry prices made us execute a quick "U" turn at the pearly gates.

MANFRED POSHENRIDER
Santa Fe Springs, Cal.

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Steve Kirk current District 37 #2 Heavyweight Desert rider Steve had lady luck turn away in his bid for the overall win at the Simi Valley Hare & Hound April 26, 1970. Having put his blue 360cc Cappra in command only to lose the lead missing a turn. Again the Montesa power proved superior allowing Steve to again overtake the leaders and lead the field of over 500 competitors to within 1½ miles from the finish where the Cappra lost a battle with a large boulder. Steve climbed back aboard to finish second overall.

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ROCKWOOD SWOOPS TROOPS AT ASCOT

By Dewitt Thuett

GARDENA, CALIF. May 1, 1970 – Tom Rockwood and his Triumph continued on what appears to be one of the hottest path in half mile racing, as the Gardena teenager swooped the troops Friday night in both the half-mile Main Event and the trophy dash.

Rockwood and Mert Lawwill, the two riders that have gotten the new season off to the best start ever, were not paired off against each other this time. Mert, along with many of the other top regulars, was forced to leave for the east early, leaving Tom to challenge the field by himself.

However, the Lawwill-Rockwood duel resumes this coming Friday when Mert returns once again. Tom took the point lead away from Mert on the basis of his double win Friday night.

The challenger this time was Jimmy Odom, who is back in racing on a full time basis. Jimmy also appears to be a full time threat, as he upset Rockwood in the heat race and then came from fourth place in the final to run a closing second. Odom was also Triumph mounted.

Next Friday Odom will join Rockwood, Lawwill and Mark Brelsford to make it a four rider dash all the way in the final.

A bombshell was dropped on the riders at the riders meeting when Referee Chub Kellam announced that starting this Friday the minimum guaranteed purse will jump to a record $2100.

This will be the highest paying non-national purse in the land this year and will be up for grabs every Friday night. The new payoff could mean more than $2,000 per month to a good rider who's really on the gas. The Novice and Amateur winning purses will also greatly increase.

Another surprise was Dusty Coppage and his new Yamaha 650. Coppage, long known for his TT racing, pulled a come from behind third place in the 15 lap final.

While Rockwood was turning in a smooth sliding win in the expert class, the wins came somewhat harder in the amateur division. John Hateley won his first half mile of the season but not before some Don Emde mistakes that assisted his win.

"Big John" now becomes the first amateur this year to win a half mile and TT final back to back. Emde came back to gain second with the again surprising and improving Mike Bradley in third. Ted Longwith was the last rider to make the final and then worked up to fourth.

It is no longer a secret that the best two all around Novice riders anywhere are Kenny Roberts from Dist. 36 and Gary Scott from the LA area, Dist. 37. Roberts made it two straight by winning the 250cc final in the junior division, winning it right from the starting line on his Suzuki.

Scott was also running super quick until once again engine troubles dropped him back. He still finished fourth. Both Roberts and Scott won their heat races, the third straight without a loss for Roberts. Scott has two out of three.

Bob Hill closed fast in the late laps to take second with fellow Yamaha rider, Al Baker putting on his best ride to date for third ahead of Scott.

Mel Lacher nipped Rockwood for fast Expert honors in time trials but engine problems cancelled him out in the heat race. Emde and Hateley were the two fastest amateurs and finished second and third behind Tom in the Dash, with Lacher in fourth.

This coming Friday finds the time trials set for 7:30 p.m., with the first race for the more than $2,000 going at 8:15 p.m.

(Results on page 19)

Ascot T.T. Win Returns To Coppage

GARDENA, CALIF. April 30, 1970 – A new brand of motorcycle appears to have made a new man out of Dusty Coppage, as he and his new Yamaha 650 won the Thursday night Ascot TT for the second straight time.

Two weeks ago the main was somewhat of a "Gift" but no doubt about the one this time. Eddie Mulder was off and running in winning form. Coppage was chasing and chasing hard.

Mulder was in winning form and would have beaten any rider but Coppage on this night. The two nicked bars, rubbed wheels, touched elbows and about everything else until Dusty squeezed by on the inside on lap 11.

Once in the lead the gap widened, and Mulder now had a new challenger from the back in Tom Rockwood, who had started slowly and worked his way up from away back.

Rockwood and his TT teammate, Skip Van Leeuwen, nearly cancelled each other out of the race, when Skip fell off right in front of Tom. Tommy made a lot of fancy turns and got by with Skip getting back up to finish in 7th.

Mulder topped Coppage, Dave Hansen and Amateur Ted Longwith in the trophy dash but could not hold Coppage in the big one.

Lloyd Houchins was flattened hard in the heat race when he was broadsided by Hansen in one of the hardest collisions ever in Ascot TT racing. So hard, in fact, that Houchins did not show up for the Friday night half mile.

John Hateley again won the Amateur the hard way by coming from last in his heat race to squeak into the semi. Again, John won the semi and then came from the back row in the final to win for the second straight week.

The finish was a preview of things to come on the half mile the next night as Don Emde rolled in for second with Ted third. Hateley was Triumph mounted with Emde and Longwith on the BSA's. Terry Dorsch was fourth.

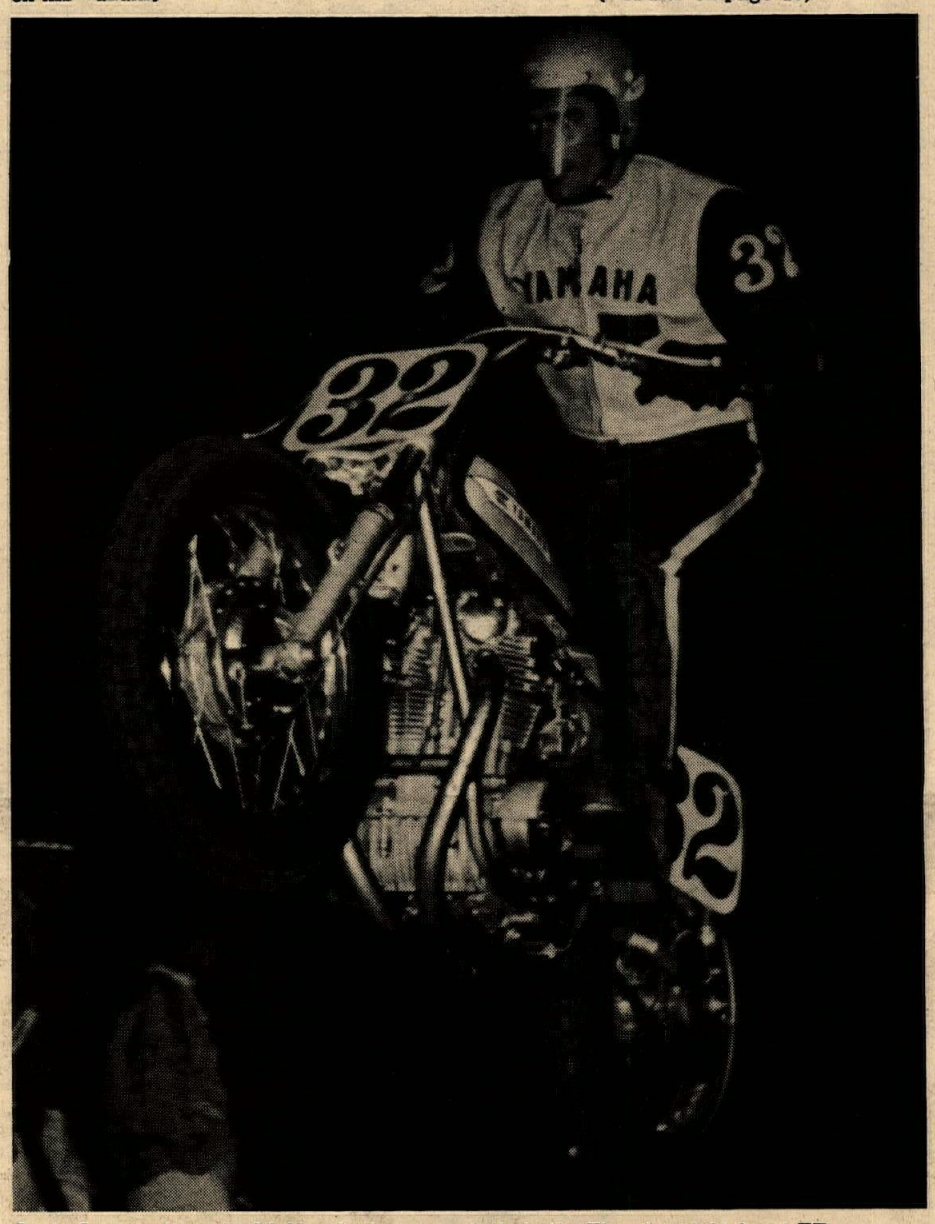
A see-saw battle for the Novice win took place between Gary Scott on the Bultaco and Kenny Roberts on his Montesa. The two were even until the final lap when Scott put his best lap together and edged Roberts for the win.

San Diego's Ray Vanderpool led a string of Yamaha riders across for third place, with fellow San Diego rider Carl Byers in a close fourth.

One of the promising Novices, Loyal Penn, crashed in practice and was taken to the hospital with a possible broken collarbone. He was the half mile point leader and one of the top Novice TT point riders.

TT action at Ascot resumes again this Thursday night with the riders switching from a guaranteed purse to a percentage of the total gate. This should make things even livelier on the track.

(Results on page 19)



Dusty Coppage teamed with Yamaha for a repeat win in the Thursday night Ascot TT.

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SPRING MOTOCROSS ACTION:

PERRIS — ASCOT

This rider has about 1/4 second to regain control before a landing on the Perris motocross before a landing on the Perris motocross course brings him lumps. The popular CMC held another of its meets at Perris over the weekend and this photo typifies the kind of high flying action found in the lightweight class. B. Boots and J. Hoover shared wins in the 125 Junior Divisions while Bill Silverthorn traveled up from San Diego to pick up the 500 Expert win. For the rest of the winners and runners-up check page 19.

Larry (241) Furu and Mike (417) Horstman leap off the Ascot crashwall during the 250 Junior action in Summer's first Ascot Motocross promoted by Bob Bailey. Sunday's race was the opener of a four race series that will pay money and prizes. Bob Whitlock is off to a good start in the 250 Jr. class with a win for the first race of the series. The Ascot course is unique in that riders don't have to drive all morning to get to the track. Although Gardena is local for most of as the motocross attracted an entry from Dennis Himes who came from Phoenix, Ariz. for the the race. (Results on page 19.)

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BAUMANN MAKES IT AT RIVERSIDE G.P.

Tim Rockwood catches the ACA checkers as he rips down the Riverside front straights.

RIVERSIDE, CALIF. May 3, 1970 – They are, as the ads say, still following Suzuki. Art Baumann, Suzuki factory rider and winner of last year's AMA National Road Race at Sear's Point, rode his quick 500cc twin to overall victory Sunday in the 500cc-Open Grand Prix class of ACA road race competition at nearby Riverside International Raceway.

In a wire to wire affair, Baumann, who placed second in his heat race, easily out distanced the class, which saw four different riders take temporary command of the second spot.

Coming into the esses on the first lap, Baumann held a one-two second lead over fellow Suzuki teammate, Jody Nicholas. The Brisbane, Calif. ace stretched out his lead over the field until, on the fourth lap, Nicholas dropped out of the race.

By this time, John McGillivary, one of the few non-factory riders who can compete with the best of road racers, coming into turn nine and was out of the running.

To say the least, McGillivary, sponsored by Eddie Crowell's cycle shop, had worked his way up from a middle-of-the-pack start. With Nicholas out, the Norton rider took over second and was slowly closing the gap on Baumann. But then, after turning the fastest lap of the day, McGillivary lost his primary chain to the fact that his leathers had come undone, and he was constantly engaged in holding them together.

"The wind kept blowing them open," Kerker said. "So every time I'd come by the starting line, I'd pull them closed to keep from getting black flagged. That slowed me up, and than I started getting tired, and thinking about unloading without the protection of the leathers. And I kept going slower and slower."

Not all that slow, but Kawasaki mounted Cecil Oswald managed to shoot by into second place on the final lap.

And that's the way they finished; Baumann, first Overall and first 500; Oswald, second Overall and second 500; and Kerker, third Overall and first Open.

Earlier, Kerker, the man who built up the Moto Guzzi police special, handily was disappointed. "I get to race against this guy (Baumann) maybe two or three times a year. And than this happens (the broken primary chain)," he remarked later.

Next to make a bid at the Suzuki twin was West Coast Moto Guzzi representative, George Kerker. Riding his production Norton – equipped with street legal equipment, including a license plate – Kerker, although riding fast and smoothly, was never a real threat to the flying Baumann. This was due, at least in part, won the Open class, Heavyweight Production.

In other events, Yamaha rider, Ron Pierce, looked particularly impressive in winning the 125cc Senior Grand Prix, while Don Emde was equally sharp in winning both the 100cc Senior Grand Prix on his Hodaka, and the 250cc Senior Grand Prix on Mel Dennison tuned Yamaha.

The Sidecar class saw the smooth BMW of driver Al Neubrand and rider William Byan easily outdistance the Harley Davidson of Ed Wade and Tom York Jr.

On the Junior side of the coin, young Tim Rockwood, brother of racing professional, Tom Rockwood, grabbed the checkered in the 200cc Grand Prix and the 125cc Lightweight Production.

With super-hot weather, a good rider-spectator turnout, and smoothly run and officiated races, the ACA's Riverside race proved to be one of the high points of the road racing year.

(Results on page 19)

MINERT SHINES AT H.B.C.P. MOTOCROSS

By Mike Capalite

HUNTINGTON BEACH, CALIF. May 3, 1970 – On this beautiful Sunday in Huntington Beach, Motocross riders were treated to something novel, as the track was run in the opposite direction. At first there were all kinds of crying and moaning, but as the day progressed, the riders started commenting that they thought it was a bitchin' idea and they really liked it. Also, much to track owner Don England's suprise, many of the riders complained that there was no water hole this time, either.

Running in the opposite direction also made it different for the spectators who seemed to enjoy seeing the riders come down the big hill. Mike Pasey, however, showed them how to go down without even touching the hill, or he had no trouble clearing the obstacle, but was a bit troubled by the sudden stop at the bottom.

It was a pretty injury free day with the ambulance only having to make one run, when Larry McCarty was involved in a five man pile-up and got center-punched. He was taken to the hospital for examination, but was released with no apparent injuries.

Chuck 'Feets' Minert (BSA) brought admiration from the hearts of big single lovers by taking the Open Expert Combined, winning all three motos. He makes it seem so easy that one wonders why everyone else has so much trouble. In all but the last moto, he led them from wire to wire, and on the last one he took over after four laps for the win. His main nemisis was in the form of Bob Shannon on his C-Z who finished second to him in all three motos and in the last one he was the rider that it took Feets four laps to pass.

(Results on page 19)

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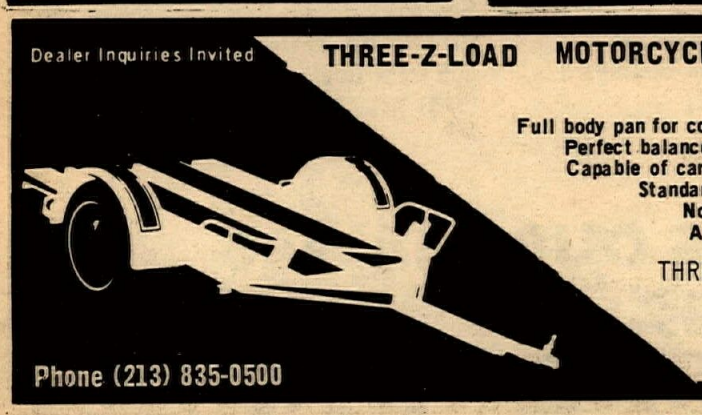
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450 RIDE TOUGH RAMS ENDURO

By Ron Schneiders

MOJAVE, CALIF. May 3, 1970 – The Rams M.C. enticed 450 riders into the hot, high desert for a very well-run, super-tough enduro. Although the advertisements said entries would be limited to 700, the Ram's reputation for tough runs, the weather and competing events conspired to keep the entry much smaller.

The camping area was a wide-open spot just off Highway 14 and Hart's Road.

The instruction sheet given to each contestant said quite plainly, "There are NO danger marks on this course. Three lines across the road or an arrow pointing downwards signifies a disaster area!" and those who did not heed this only slightly exaggerated warning were efficiently pulled by the boys and/or equipment of Rescue 3.

One rider, who rendered himself unconscious less than three miles from the start, awoke to find a bright red figure bending over him and concluded that he had gone on to his just reward!

The first loop went north, paralleling Highway 14 for about 20 miles, then turned southeast and finally returned. It was standard desert fare – miles on end of hoop-de-doos and unbelievable amounts of dust. The schedule was 24 miles per hour most of the way. How tough that loop was depended upon who you talked to. One expert commented that it was "so easy it wasn't worth riding." But over 100 of the novices (and maybe a few experts) never made it to the second loop.

The second loop started off in a southerly direction and made its way, in a rather convoluted fashion, down past Red Rock Canyon and then east toward Rand before returning to the start. The last six miles were the same on both runs.

The first twelve miles ran up and down some twisting, torturous canyons that were really tough. Often no more than handlebar width, and filled with rocks and rock steps two feet high, these canyons wiped out a lot of contestants. A rider who had trouble in these canyons first had to pull his bike up into the rocks so other riders could pass and then contend with the formidable heat before he could get moving again. The Prospectors M.C. used part of this course in the I.S.D.T. qualification enduro.

Sometimes there just isn't enough room for both boots and a motorcycle too. The Ram's Enduro will go on record as being one of the roughest in recent years.

Coming out of the canyons the riders were faced with an unrelenting series of uphills and downhills coupled with razorbacks. Many of the smaller bikes came to grief on the uphills, which were not only very steep and long, but which were strewn with those momentum-killing rocks. The bigger bikes had their troubles on the downhills. Watching a small rider on a big Triumph trying to prevent his bike from becoming a downward-bound rocket was a thrill a minute. At the end of 25 miles (as far as this rider got) there had not been a single stretch of "easy riding." According to those who did finish, there was no relief until about eight miles from camp. Nobody that I could find thought the second loop was easy.

The total length of the course was 95 miles. The Rams did an excellent job in laying out the course and setting up the event. There was johns, food trucks and emergency services at the pit area. The course was very well marked and quite varied, considering the area in which it was held. (It would be nice to see a tree once in a while, or a little mud, however.)

It's a good bet that the winner will be Number 10. Preston Petty, Eddie Day and Bob Steffan were all riding on that number, although not as a team! They were all close to schedule at the observed checks. Approximately 225 finished the run, and the Rams were looking forward to a tough afternoon getting the nonfinishers and their machines out of the boonies.

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Harmon & Vanderpool Share South Bay Honors

By Bill Harmer

CHULA VISTA, CALIF. April 3, 1970—Riding a 750 Norton that he built and maintains himself, Jim Harmon turned back the threats of Triumph mounted, Earl Baker to capture the Open-Expert event before more than 2,000 enthusiastic fans at the South Bay Speedway here today. Triumph mounted Wayne Hosaka was third.

In the hotly fought 250cc Expert fracas, Ray Vanderpool and Carl Byers each had a win going into the third moto. Vanderpool riding the Don Vesco Yamaha and Byers on the Jon Knapp tuned Yamaha were as evenly matched as a pair of riders could be. Vanderpool was first off the line, but Byers soon got in front. Then coming out of the switchback he dropped his scooter and Vanderpool took over the undisputed lead. Byers was not down long and was able to pass about half of the field to finish 5th in the moto and 2nd in final points.

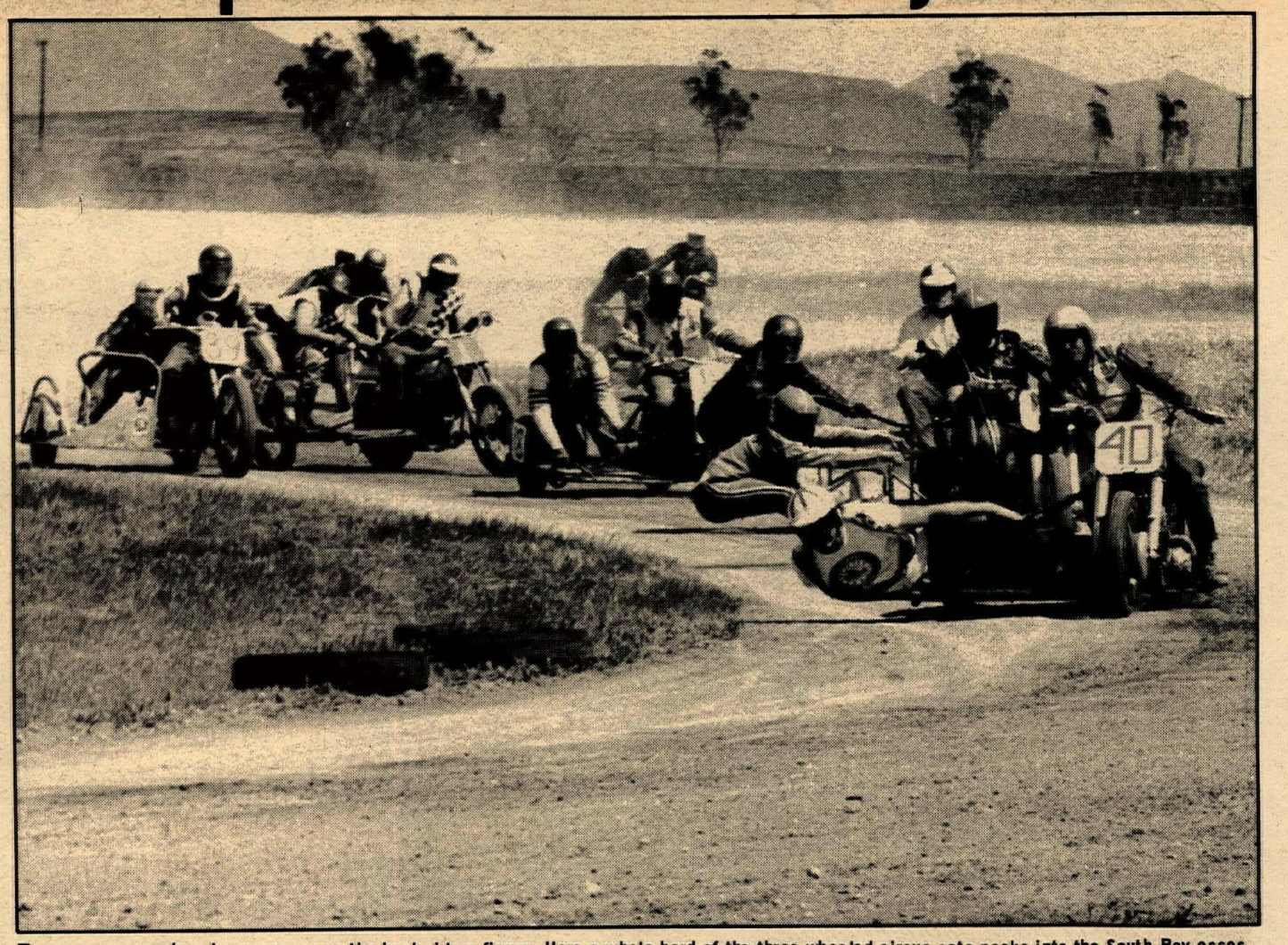
Jim Chitwood on Don Vesco's screaming Yamaha Twin dominated the 125cc Expert Class, but Carl Byers on a 100cc Hodaka mixed it up pretty good with Ray Vanderpool on a Yamaha to take second place in the event.

Lori Fuller on a Beach Kawasaki staked her claim a little more securely as Powder Puff Queen, but Debbie Reon and her Hodaka haven't given up yet and pressed Lori closely all the way.

The Side Hacks thrilled the fans with their dare devil driving as the H-D Team of Dave Roesch and Tom Ridyard edged out BSA riders Joe Heithe and Don Miller. The Side Hacks always put on a good show and today was no exception.

This year's crop of District 38 Novice riders seem to be an exceptional group and deserve some metnion for their fine performances. Ossa mounted Carroll Helland especially looked outstanding by outdistancing Bultaco pilot Butch Montgomery in the 250cc Novice race.

The Open Novice contest revealed three hungry young riders who will bear watching this season. BSA jockey Russell Burch set a scorching pace to win the race while Jime Casey, also on a BSA, did some outstanding riding to take second place away from the skillful onslaught of Norton mounted Mike Konshak.



Two can race as cheaply as one, or so the hack riders figure. Here a whole herd of the three wheeled circus acts packs into the South Bay esses.

After all the regular races had been run, a Special Relay Race was run between teams made up of Earl Barker and Ray Vanderpool on a Triumph and Wayne Hosaka and Larry Collie on a Suzuki. Each rider took two laps on their machine, and on the last two laps they were required to ride double. It was a real crowd pleaser and had the fans in a frenzy. Barker and Vanderpool were declared to be the winners.

South Bay now has a grandstand and guard bars around the track and the Experts M.C. had groomed the course to perfection and kept the program moving happily.

District 38 Competition Clubs at last seem to have their track problems ironed out and can now get down to the serious business of motorcycle racing. The Hi-Boots have a TT scheduled for Dehesa on May 10th and there'll be another meet at South Bay on May 17th.

(Results on page 19)

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City _____ State _____
Age _____ Div. (circle one) JR. SR.
Make of Machine _____ cc _____ Class _____
Club _____
Sponsored by _____

Under the rules set forth by the High Sierra Motorcycle Club, I hereby agree to conform to and comply with rules governing this contest, and I further agree to hold blameless the High Sierra Motorcycle Club, their respective officials, servants, agents, lessees, local management, entrants, track owners, property owners, and first aid attendants for any loss or injury to myself or property, in which I may become involved by reason of participation in this event. I do also agree to assume whole responsibility for any personal or property damage which I may initiate and/or incur. My signature on this entry blank, certifies that I have read this form in its entirety and that I agree to all of the above.

Signature of entrant _____

STATEMENT OF NOTARY
(Required for riders under 21)
I _____ being of legal age, do hereby certify that I am the _____ of _____, a minor. I further sayeth that I hereby give my consent for said _____ minor to compete in this High Sierra Motorcycle Club Inc. event, hereby releasing the High Sierra Motorcycle Club property owners, and any other person involved with putting on this event, for any and all liabilities. This statement valid until January 1, 1971.
Date this _____ day of _____ 1970

Signature _____

STATE OF CALIFORNIA
COUNTY OF

On _____, before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____, known to me to be the person whose name is subscribed to the within instrument and acknowledged that _____ executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in the certificate first above written.

_____
Notary Public in and for said County and State

YAMAHA SWIRLS THROUGH NORTH

SCRAMBLES
Uvas Dam – 4 12 70
1st John Hlebo – Yamaha
125 Expert Class
1st Doug Searson – Yamaha
Lodi – 4 19 70
250 Novice Class
1st Pat McCaul – Yamaha
125 Novice Class
1st Tim Culver – Yamaha
2nd Chris Hoffman – Yamaha

ENDURO
Langlois, Ore. – 4 19 70
250 Class
1st Elmer Reimer – Yamaha

ROAD RACES
Vaca Valley – 4 26 70
125 GP Class
1st Bill Cleghorn – Yamaha
Jonas Israel – Yamaha
250 GP Class
1st Bill Judkins – Yamaha
2nd Dave Scott – Yamaha
350 GP Class
1st Neville Lindrebe – Yamaha
2nd Jim Chen – Yamaha
3rd Bill Judkins – Yamaha

MOTOCROSS
Maricopa, Cal. – 4 26 70
125 Sr. Class
1st Wayne Garrett – Yamaha
2nd Randy Pipcorn – Yamaha
125 Novice Div. II
1st Jack McKay – Yamaha
2nd Jim Childs – Yamaha
250 Jr. Div. II
1st Allen Garrett – Yamaha
Pleasant Valley, Cal. – 4 19 70
125 Sr. Class
1st Wayne Garrett – Yamaha
2nd Dennis Law – Yamaha
3rd Bill Graham – Yamaha
4th Tom Garrett – Yamaha
125 Jr. Class
1st Andy Thickston – Yamaha
2nd Mike Summerlin – Yamaha
Helvacia, Ore. – 4 12 70
125 Sr. Class
1st Norm Moore – Yamaha
2nd Ron Wagner – Yamaha
3rd Bill Felix – Yamaha
200 Class
1st Ron Wagner – Yamaha

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EUROPE

Russ Darnell Reports From

We arrived in Barcelona on Sat. the 11th and set up camp. The weather was hot and sunny. We did practice and had time trials for start positions. The track was something like California.

On Sunday, the day of the race, they had a huge gala presentation consisting of a band, girls carrying the flag, fireworks and the whole thing.

I received good applause when they announced me as the American competitor. At the start of the race I got caught in a start crash at the first hill, and had to go back down for another try. I was 31st on the first lap. I was on good form and I worked my way up toward the points. I got to 14th before the half way mark. I started dicing with Karl Konecny of Czechoslovakia (#5 in the world last year) and made a bid to pass on the main straight. I took a different line than everyone else and hit a bump which I couldn't see in the dust. I was full out in 4th gear trying to pass and I did a REAL endo! Completely over. The first part of the bike to touch ground was the tip of the rear fender! The handlebars caught me in the stomach and then we parted company and went tumbling in different directions. I rolled to one side and the Husky was in the track. About 12 medics

After my crash one Spaniard gave me a wine skin to drink from and a little boy ran out and got my autograph. Ha! It was the hardest I've ever come off by a long way."

came to my aid but nothing was damaged badly except my bike. I took all the skin off my ass and back and bruised my stomach but that is all. My Daytona helmet saved me from real damaged. While I was resting one Spaniard gave me a wine skin to drink from and one little boy ran and got my autograph, Ha! It was the hardest I've ever come off by a long way.

I did not attempt the second race because of: fear, hurt, and bent frame on the Husky. I feel I may have been able to score had I not fallen. I am in good form on the 250cc.

We left after the ill-fated Spanish round and camped in Avignon, France for three days while I recovered from my fall. My father and I repaired the bike during the week. Cheri and I celebrated our third wedding anniversary with a steak dinner in Avignon near an ancient castle.

On Thursday the 16th we moved our two caravans to the race track site at Pernes-les-Fontaines, just 25 KM away. I practiced in the evening for 11 laps. The next day I practiced off and on all day. Changed gearing from 11 counter shaft to 12 because the track was very fast.

The track is fast, narrow in many places, dusty, rocky, and not very fun. The start gate is metal and permanently set in concrete. In fact the whole course is permanent, bleachers, toilets and everything.

On Saturday the 18th was official practice and time trials. We qualified for start position. On Sunday they had a huge presentation with mounted guards carrying the flags. In the first race of 45 minutes, plus 2 laps, I suffered a terrible start. In the dust I came up to a final position of 21st at the finish.

I did not feel good on the course, probably because of fear from the Spanish crash, hurt from my injuries and like that, but I was satisfied with that as first performance.

In the second race I got a better start. The dust was a major hazard and the narrow course made it difficult to pass. I worked my way up to 18th before the finish.

For the day I netted 15th! I think that is the best for an American up to date.

I was very pleased with 15th. I was not charging on that course because I just had too much going against me both mentally and physically, but I am all charged up now, and hot-to-trot for the next G.P.!

SUZUKI BOUNCES BACK AT BELGIUM GRAND PRIX

BELGIUM, April 26, 1970 – Suzuki factory riders, Sylvain Geboers and Joel Robert, grabbed the number one and two spots at the 250cc Belgian motocross Grand Prix today, following by only seven days their drubbing last weekend at the French installment of lightweight World Championship competition, England's Motor Cycle News reported.

Suzuki teammate, Olle Pettersson, finished a creditable fifth.

Much of the motocross world had considered the Japanese factory team's initial victory at the Spanish Grand Prix a fluke. But Sunday's 1-2-5 showing should be proof positive that this is the team to beat.

Roger DeCoster, drafted from the 500cc class to help defend CZ's 250 world title, chased the leaders for nearly 95 minutes, but had to be satisfied with third place overall (In an interesting side-note, Columnist Mike Nicks, of the English paper, reports that, "panic broke out in the pits during practice for the 250cc Belgian Grand Prix...when Husqvarna's 500cc works riders, Bengt Aberg and Arne Kring, suddenly drove up. Everyone thought they had been drafted in as a special 'stop the Suzukis' move. (Everyone was relieved) when the two Swedish superstars remained in their ordinary clothing. They had simply dropped by on their way to another event...").

Geboers and Robert each won one of the two legs, but Geboers was awarded the victory on the basis of a faster (26 second) overall time.

Torlief Hansen (Husky), winner of last week's French Grand Prix took fifth, while second place French G.P. finisher Miroslav Halm (CZ), finished fourth.

Hansen finished fourth on the first leg, but, due to a poor start, could manage only ninth on the second go.

According to the British newspaper, Hansen was waiting on the starting line with his machine in neutral while the last of the riders filed up to the gate, when the organizers decided to start the second leg.

Trapped at the rear of the field, he became involved in a first lap multiple spill, damaging a rear suspension unit and his gear shift lever.

"Bloody Belgium," Hansen reportedly fumed, "Robert, Geboers and DeCoster – those were the only men they were worried about at the start."

After three rounds of 250cc, World Championship competition, the Point Standings are as follows:

1. S. Georbers, Belgium (Suz)	33
2. J. Robert, Belgium (Suz)	27
3. R. DeCoster, Belgium (CZ)	20
4. M. Halm, Czech. (CZ)	20
5. O. Pettersson, Sweden (Suz)	18
6. T. Hanse, Sweden (Hus)	17

The next round of competition will be in Yugoslavia on May 10.

After suffering defeat at the hands of Torlief Hanssen at the French G.P. Sylvain Geboers came back with a big win at the Belgian round. (Photo courtesy Moto Cycle News).

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CYCLE NEWS NORTH

Hayward Opens Season

HAYWARD, CALIF. May 2, 1970 – The Hayward M.C. opened their Saturday night scrambles season tonight with warm weather, clear skies, and only a bit of that notorious Hayward Speedway win.

The stands, ground, and walkways were so crammed you could hardly move. Quite a few people arrived, saw the crowd and left, unwilling to sit on the ground.

The number of riders on hand for this opener was sensational, as the 250 Nov. division alone had 85 riders. In that class Paul Warne's Bultaco was the fastest bike around. Once off the start he stayed in front and slowly widened the gap between he and Gary Hylton (Bul) and Larry Neff (Ossa). The first heat of the 250 Novice was started 5 times and each time bikes clashed and riders unloaded in the first corner. No wonder the 650 Expert Main and last race got over after 1 a.m. Sunday morning.

In 250 Amateur class, Dorian Jewett on a Bultaco snatched up first place with Pat Eagen, also Bul mounted, second. Jewett also rode to second place in the 350 Amateur on a Honda behind John Hall (Honda).

The 250 Experts put on one whale of a show, as Les Costanza (Ossa) led the heat but crashed with another rider on the first turn of the Main. After that his bike was out, and John Gennai (Bul) got off the line best in the Main and led to the last lap when John Hlebo (Yam) just shut his eyes and turned the throttle wide open. Hlebo won by a wheel in front of Gennai, with Scott Brelsford hot on their heels. Black plate District #1 Jim Foley and #6 John Green both (Bul) rode to 5th and 6th place.

Rick Hocking on a Hodaka buzzed to the winner's circle in the 100 Novice. Bultaco-mounted Steve Foster (the CMC 125 Jr. star) rode to top honors in the 125 Novice class, while Wade Ulrich (Honda) ate the cake and got the kiss from the trophy girl in the 175 Novice class.

Yamaha won the 200 Novice under Marly Webster's guidance, while Bultaco rider Ivan Shigemasa rode hand to capture the Amateur class. Triumph mounted Mike Sarandria and Bob Henwood placed first in the 650 Novice and Amateur classes respectively, but Expert 650 rider Jim Brooks took his hard-earned trophy on a BSA

(Results on page 19)

Voice Of The North

The following is an excerpt of a letter went to the A.M.A.'s Worthington, Ohio office.

The purpose of this letter is to draw your attention to a situation we feel is in dire need of immediate surveillance and improvement. Specifically, we refer to the short track races held in Vallejo, California (Dist. 36) on April 24, 1970. To the best of our knowledge, promoter J.C. Agajanian was so distraught by the second rate organization and control of the races, that he was heard to say he will never promote another race in Northern California again except for a National.

The program was in our opinion, second rate, disorganized and sloppy. If this organization known as the A.M.A. cannot supply competent officiating to the point of providing a professional type program, then this up and coming spectator and rider sport will soon be down and going. We feel that Mr. Masterson (Dist. 36 Referee) is trying to do his best, but his efforts are stymied by a totally incompetent staff of assistants, stewards etc., etc.

Please take not of our state of alarm. Help us make Dist. 36 the best place anywhere, for professional racing. Our district puts out far beyond an average share of the excellent riders who make pro racing worthwhile. Give them the respect of professional officials.

RAY ABRAMS
Redwood City, Cal.

Boocock Tops At Pits Meet

By Lyn Lyon

COLFAX, CALIF. April 26, 1970 – Victor Boocock was in top form at the P.I.T.S. Red Dog Trials, held in the nearby Bear River area, losing only four points in four laps of the eight section course and taking the Expert class.

Intermittant rain, hail and sleet, as well as numerous river crossings, did nothing to dampen the spirits of the 70 plus riders.

The ride between sections was enjoyable, and the sections were interesting.

Most of the sections were more tricky than difficult, with section seven being the exception – it was a real bear, and most of the competitors lost more than one five on its rocks and cross-camber traverses.

Following Boocock in the Expert class was Richard Hood with 15 points lost, and Lane Levett with 32 in the minus column. Fifteen year old Robert Tyson took the Amateur honors with 27 points lost, finishing third over-all, while Arlie Welb and Dean Manley held down second and third.

Dave (22y) Hansen fought off the challenge of some of the state's top Experts Saturday night at Tulare to win the Main Event. This was Hansen's first Main Event win in his rookie Expert year.

Hansen Grabs Checkers At Tulare Short Track

By Bill Spencer

TULARE, CAL. May 2, 1970 – Rookie Expert Dave Hansen, put it altogether tonight for his first Expert Main Event victory, wrapping it all up in fine style. His four second margin of victory over Loyd Houchins came after a restart.

Hansen was pulling away from Houchins on lap two when Paul Bostrom bailed off causing Paul Conserriere to go down. Conserriere was out for the night and the restart was ordered.

As they came out of the last turn, Hansen's five bike lengths held up for the charge, as he pulled out even more coming out of the first turn. Hansen was first, Houchins second and third place went to Tom Rockwood.

Carl Patrick and Eddie Wirth diced for fourth, with Patrick picking up the spot after Wirth hit a large hole and was nearly launched off the front of his Triumph. He managed to hold on and finish fifth.

Fast qualifier Rockwood appeared to put on a charge but then held third a fair distance behind Houchins.

John Hateley made it three Main Event victories in a row by winning the Amateur final. Two at Ascot and one at Tulare, makes Hateley a tough man to beat. Second spot went to Terry Dorsch who spends a lot of his racing hours in that spot.

Kenny Roberts closely resembled a jet in both his heat and the main as he devastated allcomers. His Twin Suzuki must really love his 104 lbs. as young Roberts set fast Novice heat time, faster than the Amateurs, even.

(Results on page 19)

New Montana Club Has Benefit Meet

The new Ridge Runners Motorcycle Club in western Montana's Flathead and Mission Valleys staged their first cross country cycle race April 12 at the Motocross track, just off US 93, north of Pablo, Mont.

Racers netted a total of $428 for two benefit projects – $214 each for a Veterans Administration pool table project at Fort Harrison near Helena; and $214 for a community fund designed to help two Polson, Mont. youngsters who are taking part in an experimental method of treatment of muscular dystrophy.

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Easter Seal Benefit At Dunlap

By Patricia Spencer

DUNLAP, CALIF. May 3, 1970– Sunday's event brought 82 riders to the starting line for the Pathfinder's M.C. Easter Seal Benefit Motos.

Bob Wade and Henry Fuller ran the first heat of the 125cc Jr. event as if they were in it all by themselves. Wade held first position in each moto, with Henry Fuller dogging his every move to hold down a strong second.

Second heat trophies in the 125cc Jr. section went to a couple of hot riders who just happened to belong to the Fuller clan. Robert Fuller made it the hard way with 3-2-1 for a First Place trophy that was nine feet tall. Russ Fuller managed to garner a second with a shaky 1-5-3.

The 250cc Junior event was really top heavy, with 37 riders riding in two heats. This means a lot of bikes on that track and at times you couldn't see the race for the bikes. Things thinned down considerably by the time the third moto started. Four trophies (per heat) were awarded because of the size of the 250cc Jr. class. William Dekking, Steve March, Ron Womack and Stan Fisher split it up 1-2-3-4 in that order. Nobody had an easy run in the large field.

The second heat of the 250cc Jr. saw Rick Hall, of the Antelope Ramblers contingent, cop a comfortable first.

With just seven bikes going in the 250cc Sr. class, Phil Jacobson didn't have any trouble seeing that checkered flag first on all three tries. Steve Muscatell gave it the old college try but couldn't ever make up the distance gained by Phil's quick get-away.

The Open Jr. class provided the most excitement and interest for the day. It was a hard fought race with a jammed field. Bruce Kelley, Saratoga, finally took home the marbles, but he worked for it. He eased around 1 and 1 for the first two motos, but nearly blew it the third time out when he lost his Husqvarna in the deep sand on the back side of the track. There were a few anxious moments until he came in fourth on the final moto. Dick McCalley rode a nice steady race for second. Robert Rogers, who looked to be the youngest rider in this class, got a third.

Bob Grossi, Santa Cruz, showed his usual class in the Open Senior. He opened that Husqvarna up to lead a small field all the way. William Salzman got a second and Bill Oliver had to settle for a third.

(Results on page 19)

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Weather Holds Long Enough For Salt Lake City Event

SALT LAKE CITY, UTAH, April 26, 1970 – The Continental Motocross Association ordered sunshine for its races, while Mother Nature wanted snow. Fortunately a compromise – cluds and wind – was reached, and the 14 inches of snow lurking in those clouds didn't start to fall until after the last heat had been completed.

The threatening weather did keep away some of the usual riders and spectators – those who had no faith in CMA – but there were also a number of new riders who decided to make this race their first motocross. In fact the start of the first heat in each of the Novice and B classes had to be delayed slightly for explanations that starts were made with the bike in neutral and clutch hand on the helmet.

Racing was furious in all classes, as usual, but the experienced riders on the big bikes provided the best action of the day. Only a few Open class riders brought out their bikes, so the Open class ran with the 250A riders, although the classes were scored separately. Some of those 250A riders don't like to see anyone in front of them, however, even if the rider in front has an extra 150cc's to play with. Preston Gerber is one of the fastest riders in the area, and his 400 Husky is no turtle. But seeing Pres in front of him was almost more provocation than Bob Brown and his 250 Husky could stand. Gerber managed to stay in front during the 1st and 3rd heats, but the 2nd heat was Brown's all the way. Not too far behind, Jim Curtiss showed he had learned his lessons as a B rider well, as he took 2nd place in 250A in his first race in this class.

After the 250B motos were over, Dick Shira commented that this was his first race in which neither he nor his bike had broken down. Some of the other riders may have to start letting the air out of Dick's tires. Roger Miller, who took all three motos, was the only one to get ahead of Dick and stay there.

The 100 Novice class had several new riders, and they had the chance to get two lessons in one race. Buck Weaver gave a lesson in going fast as he ran off and left everyone to take first, while Dave Taylor and Shirley Knop gave lessons in consistency to take 2nd and 3rd.

The 125B class was the largest of the day, and the most varied, including new riders who had never seen a motocross before as well as riders on the verge of moving to class A. The first lap of each moto in this class was indeed a sight to shudder at. Yamahas have ruled the roost in this class for the past year, but this time Mike Binkerd on his brand new Penton put a dent in their domination by taking first. Mike had to work to beat Kevin Croft on a Yamaha, and Robert Plumb rode a Sachs to a close third.

Two riders mix it up at CMA motocross near Salt Lake City, Utah.

Since the 125A class was also small Sunday, they ran with the 175's – and had to chase Steve Burgess on his 175 Yamaha in every moto. Steve's principal chaser was Warren Spencer on a 125. Warren has been laid up since he fractured his pelvis a month ago in a cross country race, and he had to be hurting Sunday. But it was hard to tell it from his riding.

(Results on page 19)

Hare Scrambles Held In Oregon

By Larry Ulrich

BEND, ORE. April 26, 1970 – The Cascade Motorcycle Club held a 100 mile Hare Scrambles on the high desert 20 miles East of Bend, Oregon. Fifty-six riders roared off at the sound of a shot gun blast at 10:30 to a smoke bomb 2 miles away. At the end of one 14 mile lap it was Tom Street, Suzuki, from Klamath Falls in the lead by a few feet. He had lost his gear shift lever and lost his lead to 15 year old Randy Limbeck, Maico mounted from Redmond, Oregon. Tom Street was soon back in the race and took second 250 and third overall. Bert Iler, Husqvarna, from Orando Washington, got by Randy at a gas stop and went on to the overall win and first open bike.

Young Diane Cox showed two other powder puffers the fast way around for the two required laps.

Thirty three riders were still running when the winner crossed finish line ending race. The club will be holding motocross racing at C.O.T.A. Park starting May 10 and every three weeks thereafter.

(Results on page 19)

MAY 16 SHORT TRACK BENEFIT AT SANTA ROSA

The North Bay Motorcycle Club will hold its annual Sportsmen Short Track Benefit for the mentally retarded of Grace Reece Center of Santa Rosa. Last year's event raised $1,694 for the Center. The 25 event program will be held at Chris Beck Arena, Sonoma County Fairgrounds on Saturday night, May 16. Racing begins at 6:30 p.m. This benefit is the season opener and will be followed by six other races planned through October. Last year the seats sold out so plan to arrive early.

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Kings County M.C. Hosts North Calif. Scrambles

By Tim Thomas

HANFORD, CALIF. April 26, 1970 – The Kings County M.C.'s Scrambles Sunday saw Curt Lange lead things off with a win in the 90cc Amateur Heat and Main, over Richard Hill. The victory raised a considerable amount of doubt that Lange will be an Amateur very long. He is a very stylish rider and will certainly go a long ways in the sport.

The 125cc Novice class was dominated by Bruce Balsemann on his Bultaco. Bruce fell off in the first lap of his heat, got up dead last, and still won the event.

The 125cc Amateur-Expert class held no surprises. Ron Tobey took the Expert win and Mike Keener the Amateur. This is the case at most of the races around here.

In the 200cc Novice-Amateur class, Rick Reeds took his Bultaco to another Amateur win. Al Nystrom should get an award for trying the hardest, as he brought his under powered Ossa in second.

Dan Dean brought his Kawasaki in for a win in the 250cc Amateur Class, after a battle with Carl Nelson's Ossa. Carl came back later to show everybody how to wheelie and won the wheelie contest.

"Taco Bender", Rick Elisarraras, brought a real neat little BSA in for the win in the 250cc Expert class. It's a rarity in this age of two strokes to see a "thumper" do 'em in. Jack Jones showed that he is to be one of the one's to beat in the class, by winning the heat and chasing Rick home in the main.

After Ron Keener beat out brother Jim for the last transfer to the 250 Amateur Main, Jim was out for revenge in the 500 Amateur Main. Revenge he got by sliding his Husky in for a close win over Ron. The Keener brothers, Ron, Jim, and Mike, take home a bunch of trophies from every race.

Jim McCraken took his Triumph to an Open Expert win over Grandpa Huggy Jackson's sputtering Triumph.

(Results on page 19)

Green Takes Vallejo Feature

By Bill Spencer

VALLEJO, May 1, 1970 – The Hi-Hats 1970 opener turned out to be a long drawn out affair, as 340 riders turned out to ride the Vallejo Speedway short scrambles.

John Green, ran away with the 250 Expert feature event after two restarts. Jim Foley had led it off, but Jackie Pard, got off hard in the first turn and that necessitated the black flag. Green led it out from there, and then Bruce Teixeira, bailed trying to get into fourth.

The 250 Amateur Main was easily won by Pat Eagan, and with Scott Brelsford, joining the Expert ranks there are sure to be many sighs of relief. Jim Van Lee and Bill Trebull rounded out the first three.

The 125 Novice affair was won by motocrosser Steve Foster, who rides somewhat like toasted almonds would on a 1-1/2 mile TT.

Ivan Shigemasa came up from Salinas to capture the 200 Am. Main, in fine style, from Eddie Brown on a similar Bultaco. Shigemasa will have to make the big switch to 250cc very soon, as he will turn Expert in the near future.

The 350 Novice affair was slightly held up for George Graham who had plug problems. But it proved exciting, as Graham dumped in the first turn and Max Hall on a H-D Spring took command and had little trouble taking the checkered.

Dorian Jewett and Jack Crider had very little problem with the 350 Amateur Main and were easy winners.

In the 500cc Expert Main, John Green made it look even easier than the 250 Main with a convincing win over Jay Grilli.

(Results on page 19)

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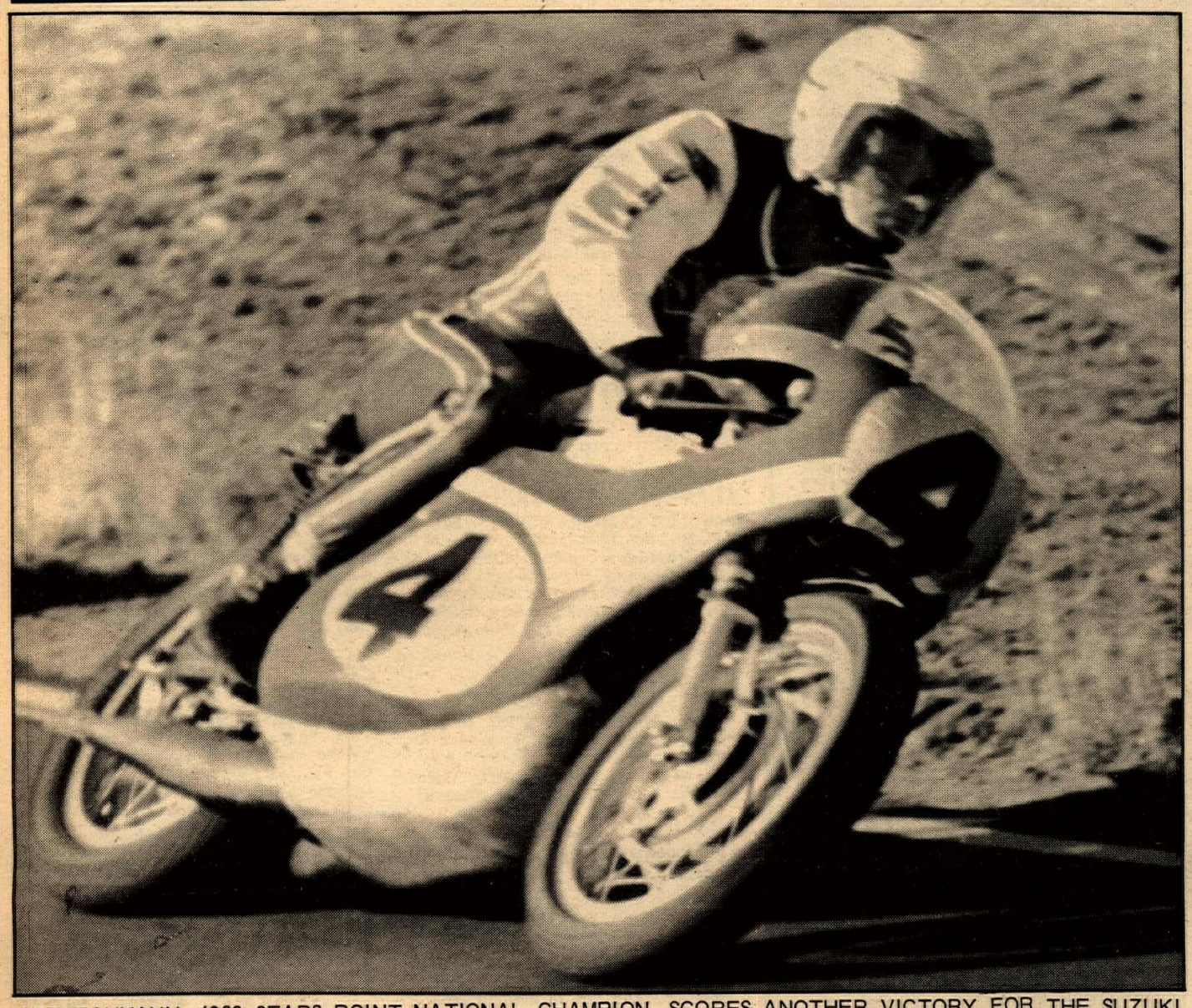
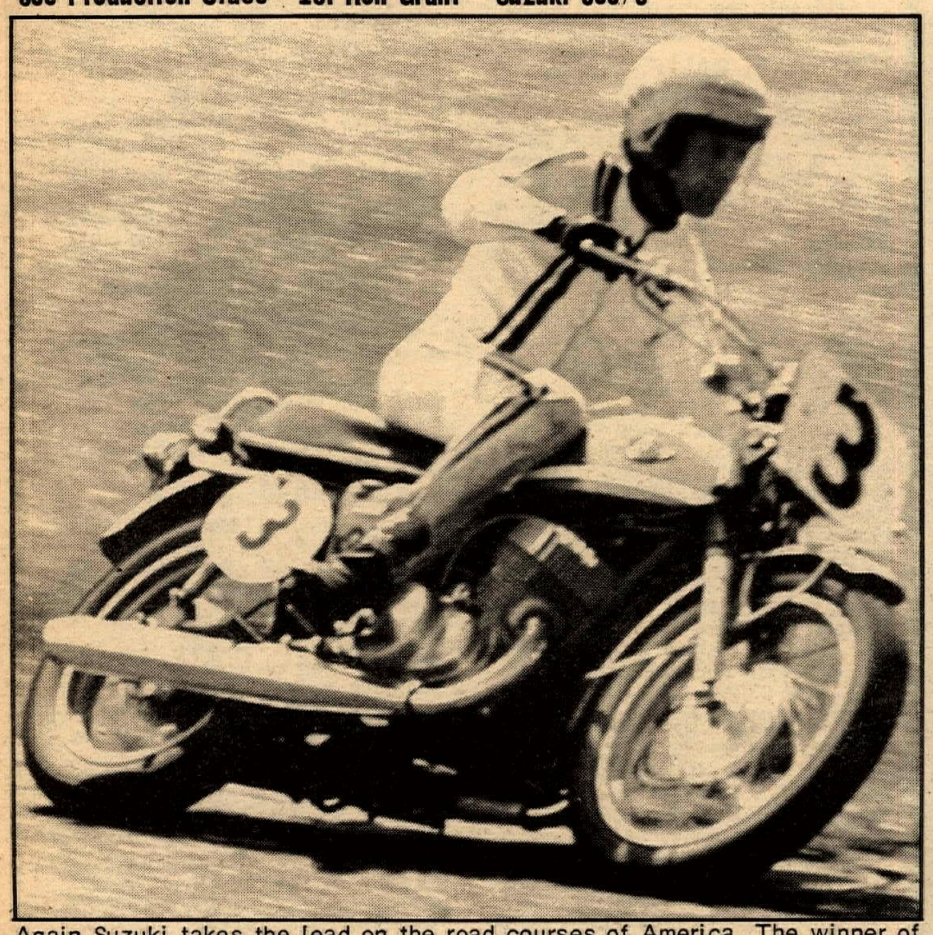


ART BAUMANN, 1969 SEARS POINT NATIONAL CHAMPION, SCORES ANOTHER VICTORY FOR THE SUZUKI 500/5. THE COMPETITION IS AGAIN FOLLOWING SUZUKI'S LEAD. THE SUZUKI RACING TEAM OF ART BAUMANN AND RON GRANT, 1970 KENT, WASHINGTON NATIONAL CHAMPION, WILL AGAIN PUT THEIR SUZUKI PUT THEIR SUZUKI 500/5'S TO THE TEST ON THE SUPER TALLADEGA, ALABAMA ROAD COURSE MAY 17, 1970. SUZUKI – BUILT TO TAKE ON THE COUNTRY.

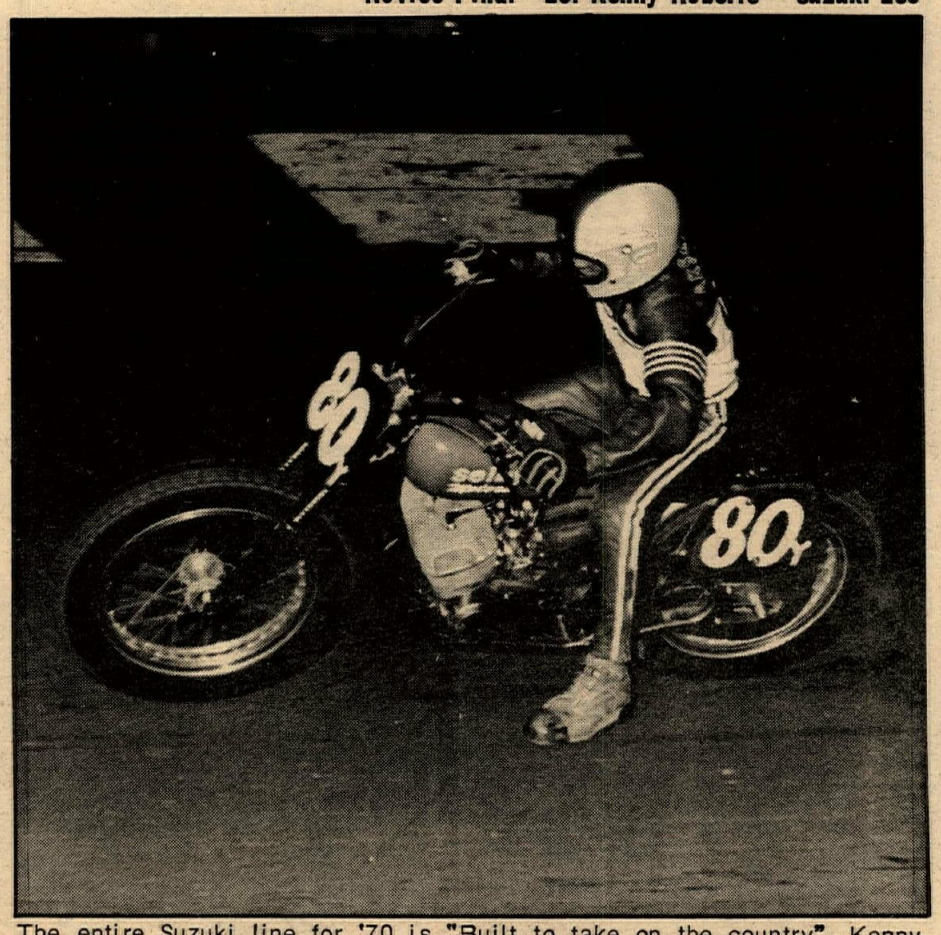
ACA Road Race
Riverside International Raceway
May 3, 1970
Senior Grand Prix Class
Overall order finish
1st ART BAUMANN – SUZUKI 500/5
2nd Cecil Oswald – Kawasaki 500
3rd George Kerker – Norton 750
250 Production Class
1st Geoff Mazon – Suzuki
2nd Pat Evans – Suzuki
350 Production Class
1st Dave Damron – Suzuki
200 Senior GP Class
1st Chuck Van Breemen – Suzuki
100 Production Class
1st Jim McWorthy – Suzuki

AFM Road Race – Vaca Valley – 4/26/70
500 Production Class – 1st Ron Grant – Suzuki 500/5



Again Suzuki takes the lead on the road courses of America. The winner of the Kent, Washington AMA National has again shown his heels to the competition.

Ascot Park Flattrack – Gardena – 4/24/70
Novice Final – 1st Kenny Roberts – Suzuki 250



The entire Suzuki line for '70 is "Built to take on the country", Kenny Roberts put his Suzuki 250 in front to stay defeating all competition on the fast Ascot oval.

U.S. Suzuki Motor Corp. 13767 Freeway Drive Santa Fe Springs, Calif.

WHO'S GOING TO PEPPERELL?

EAST-WEST SERIES WIDE OPEN

Looking for a free trip back East to meet the best motocross riders from that area, Jim West shows the determination that moved his AJS to second place in the series behind the Greeves of Jim Wilson.

By Ron Szilagyi

MOORPARK, CALIF. May 3, 1970– With only one event left in the East-West Challenge motocross series, the Seniors are battling down to the wire for the six trips to the east. Tim Hart (Mont) and Jim West (AJS) – trying for a spot on the team – gave a great display Sunday on how to come from behind.

In the first 250 Sr. moto, Hart was in third and West was in 5th. Har moved around Jim O'Neal (CZ) and took over the lead. West was like a man possessed, and by the 5th lap he had taken over the lead, with Hart and O'Neal in close pursuit. Hart dropped out with mechanical problems, and West and O'Neal finished one and two.

In the second moto, John Maroney Jr. held a short lived lead, and Jim O'Neal, running second, crashed into the picket fence, dropping to 6th. Tim Hart stepped into the lead, with West pressing hard until he over heated a piston and dropped out. O'Neal recovered lost ground and moved into second where he checkered behind Hart.

In the final round, Hart really got a bad start. Tim was in seventh and West was in fifth. Both moved up two positions in the first loop, and by the third, both were nudging O'Neal's rear wheel. West got around, and that's how they finished.

O'Neal, recovering from a shattered left hand, took first place cash, while West was second and Hart third.

Hart and West came back in the 500 Sr. class to continue the battle. The Montesa ace took a lead in the first round that he never surrendered, followed by West and Terry Bilton (Maico).

On the second go, Hart was turned around facing the fence to start, because he motioned everyone to follow him on a parade lap. He still got off the line in fourth behind John Rice (Maico), Jim West (AJS) and Bill Clements (Husky). West moved into the lead, and Hart moved into third behind Rice. Tim found the hole and finished second behind West.

With each having a first and second, Hart started the final go by taking the lead with West on his rear wheel. A few laps later it was all over for Hart – his amal carubretor crystalized and West won the moto and the class.

Grumbles were heard about the mud in the 100cc Novice class Sunday. It seems they always run over the freshly watered course, but 50% trophies smoothed some of the gripes – 1st place in the lightweights was shared by Craig Humber (Hod) and Ron Foreman (Kaw).

Steve Goldberg (Yam) won all three motos in the 125 Jr., Division I go, while Jon Miller (Bul) won the 2nd Div.

The points were spread thin among the 250 Jr's and when Div. I was tallied, Mike Todd (Bul) came out on top. Div. 2 went to Bob Rose (Husky), who won all three motos and was only out of the lead once, when fourth place John Maconey (CZ) beat him off the line in the second moto.

Bob Hershey (Maico) carried off the 500 Jr. gold with three firsts. 2nd and third were dueled out between Mike Rendich (CZ) and Mike Tillman (Maico).

With only one event to go the eliminations for the trip back east are shaping up. The final event is set for Bay Mare on May 17.

The point leaders to date are:

East / West Series

250cc

Jim Wilson	1200
Jim West	791
Tim Hart	652
Jim O'Neal	600
Bill Payne	427
Jim Dawson	264
Billy Clements	225

500cc

Jim Wilson	1100
John DeSoto	700
John Rice	690
Jim West	625
Billy Clements	469
Tim Hart	225
Jim O'Neal	222

By looking at the point standings we see that several riders are leaders in both 250 and 500 divisions. The trip to the East will take three men in each class so that means that riders like Jim (14) O'Neal and many others have an excellent chance to score enough points in the next series event to make the team. We'll all know who's going after the May 17 meet at Bay Mare.

Desert Rats Hold Team Motocross

By Bobbie Hedges

HOLIDAY, CALIF. April 19, 1970 – High winds, lack of sun and a more than adequate amount of dust added to the excitement of the Desert Rats M.C. team motocross Sunday.

Teams were in two classes, each consisting of a Junior and a Senior rider. Class I was open bikes, 250cc and up, and Class II was trail bike plus open bike. The Senior rider had to split the two-hour race with the Junior rider.

There were 28 teams, all racing at once, which proved to be quite exciting.

Miller & Cannady (team #26) on Bultaco-Sachs made it look pretty easy for the whole two hours, taking first in class II and first overall. They were only challenged once when team #7 Miller & Mallett, also class II, on a Yamaha-Sachs took the lead for one lap. Then team #7 fell back and battled it out with team #23, B. Jones & L. Miller of class I on Greeves-Triumph for second in class II. Team #4 Chester & Herrington on Montesa-Bultaco was right in there throwing up dust with the rest to grab second to #23 in class I.

Some of the finest riding of the day was shown by Lee Haase & son, team #29, sharing a Maico. They seemed to be passing up other teams right and left but couldn't quite get out in front. When all the dust cleared, they had taken fifth in class I behind team #8 Page & Hicks on Bultaco-Yamaha and team #14 Thomas & Potteet on Yamaha-CZ. Pierce & Holbrook (team #17), on Yamaha-Sachs, hung in there and took third in class II, with Cox & Kimlur (team #28) on twin Hodakas following in fourth.

Twenty-six out of 28 teams finished the 2-hour race, and considering all the blowing sand, it was amazing that the bikes (not to mention the riders) kept on running.

(Results on page 19)

Results

TT's
Perris, Calif.
April 25, 1970
By Elaine Jones

100cc NOV. DIV. I	
Jess James Jr.	Bul
Bob Hosford	Bul
Eric Arras	Hod
Jim Pool	Kaw
100cc NOV. DIV. II	
Jim Clubb	Kaw
Sidney Whitson	Kaw
Joe Williams	Kaw
John Cockburn	Hod
125cc NOVICE	
Kay Kanaki	Yam
Jess James Jr.	Bul
Greg Brewer	Yam
Keith Hueth	Bul
100/125cc AM/EX.	
Jim McClurg	Sac
Ron Lambert	Yam
Dan Kegler	Bul
Sandra Lambert	Yam
250cc NOV. DIV. I	
Kay Kanaki	Yam
Doug Hannon	Bul
Steve Brewer	Yam
Toby Stanford	Bul
250cc NOV. DIV. II	
Jerry Ayers	Hus
John Cormello	Yam
Stu Cox	Bul
Jon Mudd	Yam
250cc AM/EX.	
Bob Greenstreet	Bul
Jimmy Stein	Mai
Tom White	Bul
Ron Ringnon	Kaw
NOV. MOTO	
Paul Lass	Mai
Dave Brait	BSA
Doug Templeton	Mat
Robert Shirts	Mai
AM/EX. MOTO	
Bob Kline	A-E
C. Glen Brunson	Bul
Charles Tidwell	Mai
H.B. Buchner	Mai
SWEEPSTAKES	
Bob Greenstreet	Bul

HARE SCRAMBLES
Cascade M.C.
Bend, Oregon
April 26, 1970
by Larry Ulrich

100cc	
Paul Hug	Sac
Mike Ahalt	Hod
Dave Bacus	Hon
125cc	
Dennis Glasgow	Yam
Larry Brooks	Yam
Paul Olmstead	Hon
250cc	
Randy Limbeck	Mai
Tom Street	Suz
Bill St. Jeor	Kaw
Ron Klemp	CZ
Tracy Lantz	Bul
G. Harper	Bul
OPEN CLASS	
Bert Iler	Hus
John Taylor	CZ
Roy Sweeton	CZ
Gary Olsen	CZ

MUD SCRAMBLES
Sidewinders M.C.
April 26, 1970
by J. Lacey

100 BEGINERS TROPHY DASH	
Don Dodge	Kaw
A MAIN	
Don Ferrante	Kaw
Don Dodge	Kaw
Rudy Ferrante	Hod
B MAIN	
George Wil	Kaw
100 TROPHY DASH	
Robby Ohge	Kaw
A MAIN	
Mike Hannula	H-D
Pat McKeown	Kaw
Don Blatchford	Kaw
200 MOTOCORSS	
Ron Denny	Bul
Vernon Schultz	Kaw
250 MOTOCROSS	
Bob Ryder	Kaw
Darrel Cotton	Suz
OPEN MOTOCROSS	
Steve Scholz	BSA
Dwight Horton	Mai
Milton Fridley	Tri

SPORTSMAN RACES
Ranier Sportsmans M.C.
April 26, 1970
Ranier, Washington
by Leanna Cram

125 CLASS	
C MAIN	
Dennis Johnson	Kaw
B MAIN	
Bob Scammel	Kaw
Joel Anderson	Pen
A MAIN	
Chuck Anderson	Kaw
Jack Mills	Kaw
Dick Stidham	Yam
250 CLASS	
C MAIN	
John Anderson	Kaw
B MAIN	
Bob Neal	Oss
Richard Jones	Yam
A MAIN	
Rich Durward	Kaw
Dale Pace	Kaw
Tom Cram	Kaw
200 CLASS	
B MAIN	
Larry Butterfield	Kaw
Wayne Chisholm	Bul
A MAIN	
Larry Kiesel	Bul
George Waite	Bri
Dick Stidham	Yam
OPEN CLASS	
A & B MAIN	
Gene Cram	Tri
Jim Grace	BSA
Tom Cram	Hon
Ron Graham	Tri
Richard Jones	Hon
MINI BIKES	
Brett Rowell	
Jan Miller	
Pete Neal	
Jay Goodwin	

SHORT SCRAMBLES
Hi-Hats M.C.
Vallejo, Calif.
May 1, 1970
by Bill Spencer

125 NOVICE	
Steve Foster	Bul
Doug Kershaw	Yam
Ray Cochran	Yam
125 AM & EX	
Scott Vendley	Kaw
Ron Blackman	Yam
175 NOVICE	
Phil Anderson	Oss
George Graham	Bul
200 NOVICE	
Warren Smith	Bul
Morris McCaslin	Bul
Bob Vaugn	Bul
200 AMATEUR	
Ivan Shigemasa	Bul
Eddie Brown	Bul
250 NOVICE	
Wayne Braundo	Kaw
Larry Drew	Bul
Daryl Haskins	Oss
250 AMATEUR	
Pat Eagan	Bul
Jim VanLee	Bul
Bill Trebull	Yam
250 EXPERT	
John Green	Bul
Jim Foley	Bul
Jay Carter	Bul
350 NOVICE	
Max Hall	H-D
Bob Hillard	Hon
350 AMATEUR	
Dorian Jewett	Hon
Jack Crider	Hon
500 NOVICE	
#59W	Mon.
#90H	Bul
Woody Osmondson	BSA
500 AMATEUR	
Kirk Jacobsen	Tri
Dennis Thompson	BSA
500 EXPERT	
John Green	Mon
Jay Grill	BSA
650 NOVICE	
Jim Boucher	Tri

ACA SHORT TRACK AND T.T.
El Toro, Calif.
April 29, 1970

0 - 125cc JR	
Rob Morrison	Kaw
Deigo Gualda	Bul
Jeff Sexton	Yam
Rick Isbell	Kaw
0 - 125cc SR. ST.	
Scott Autrey	Yam
Steve Nichols	Yam
Bill Cody	Yam
Dave Tudor	Yam
250cc JR. ST.	
Charles Gann	Bul
Rick Goade	Bul
Robby MacEwen	Yam
Bill Wheeler	Bul
250cc SR. ST.	
Larry Shaw	Yam
Jimmy Stein	Mai
Jim Petersen	Oss
Mark Kruse	Duc
500cc JR. ST. & OPEN SR	
Jim Raymond	Mon
Chuck Tidwell	Mai
Don Williams	Mon
Lanny North	Hon
Al Smith	BSA

SCTA TRIALS
Saddleback, Cal.
April 26, 1970
By Gary Barton

MASTER	
Gary Davis	Bul
Bob Grove	Bul
Bob Nickelson	Bul
Kevin Walker	Bul
John Walters	Bul
Bill Batzloff	Bul
EXPERTS	
Richard Bledsoe	Bul
Mark Eggar	Bul
Larry Frakes	Mon

TT SCRAMBLES
San Bernardino M.C.
Perris, Calif.
April 26, 1970
By Elaine Jones

50cc MOTO	
Jeff Sexton	Suz
Jay Lewis	Yam
Skip Gallagher	Hon
100cc AM. MOTO	
Rob Morrison	Kaw
Sandra Lambert	Yam
Debbie Sanders	Kaw
100cc EXPERT MOTO	
Robert Sanders	Kaw
Doug Mason	Kaw
Rex McLeod	–
100cc NOV. MAIN	
Bob Brooks	Kaw
Robert Edge	Kaw
Allen Gailliot	Bul
Jess James Jr.	Bul
125cc NOV. MAIN	
Kay Kanaki	Yam
Danny Hart	Yam
Phil McDonald	Yam
David Tudor	Yam
125cc AM/EX. MOTO	
Steve Nichols	Yam
Paul Lambert	Yam
Jeff Sexton	Yam
175/200 AM/EX. MOTO	
Larry Taylor	Bul
Chas. Sodzastrom	Bul
Bob Saunders	Bul
250cc NOV. MAIN	
Kay Kanaki	Yam
Dennis Creason	Bul
Doug Hannon	Bul
Larry Gino	Bul
250cc AM. MOTO	
Steve Mudd	Bul
Bob Greenstreet	Bul
Paul Lambert	Yam
Ron Ringer	Kaw
250cc EXPERT MOTO	
Charles Gann	Bul
Danny Hockie	Oss
Steve Nichols	Yam
SIDE HACK-LTWT.	
T. Messella/K. Krohn	Mon
L. Prescott/L. Rauh	Hon
D. Davis/D. Richford	Hon
SIDE HACK-HVYWT.	
D. Roesch/T. Ridyard	H-D
C. Gerardy/R. Emmons	H-D
R. Whitney/J. Gamrat	BSA
350cc NOV. MOTO	
Tom Ryan	Hon
David Karschner	Hon
James Johnnie	Hon
500cc NOV. MAIN	
Dave Kuhnhoff	Mai
Davey Davis	Bul
Steve Lawell	Mon
Doug Templeton	Mat
650cc NOV. MOTO	
Dave Tudor	Tri
Alan Hollister	Tri
Jack Boal	Tri
500cc AM. MOTO	
Andy Skeel	H-D
Vincent Graves	Mai
Craig Cove	C-Z
500cc EXPERT MOTO	
Bob Fraunberger	Bul
Jim Connolly	Gre
Chuck McIntosh	Mai
650cc AM/EX. MOTO	
Sandy Armstrong	Tri
Jim Maupin	Tri
Neil Winston	Tri

A. C. A. TT's
Orange Co. Speedway
April 29, 1970

0-125 JR & SR		
R. Morrison	Kaw	JR
D. Gualda	Bul	JR
J. Sexton	Yam	JR
S. Nichols	Yam	SR
R. Isbell	Kaw	JR
L. Chapple	Yam	JR
J. Steeber	Yam	JR
250 JR		
Charles Gann	Bul	
Clyde Griszzle	Bul	
Joe Jones	Bul	
250 SR		
Jimmy Stein	Mai	
Jim Petersen	Oss	
Greg Wickam	Bul	
Larry Shaw	Yam	
500 JR & SR		
J. Raymond	Mon	SR
F. McNabb	BSA	JR
R. Davis	Bul	SR
C. Tidwell	Mai	SR
A. Smith	BSA	SR
L. North	Hon	JR

TT SCRAMBLES
Experts M.C.
San Diego, Calif.
May 3, 1970

POWDER PUFF	
Lori Fuller	Kaw
Debbie Reon	Hod
L. Allerding	Hod
100 NOVICE	
Jim Brockman	Kaw
Bob Schaefer	Hod
Bill Gleason	Kaw
125 NOVICE	
Marc Barbani	Yam
Kelly Evans	Sac
Buggy Collie	Yam
125 EXPERT	
Jim Chitwood	Yam
Carl Byers	Hod
Ray Vanderpool	Yam
200 COMBINATION	
John Swinko	Bul
Bob Darnell	Kaw
Mark Loveland	Yam
250 NOVICE	
Carroll Helland	Oss
B. Montgomery	Bul
Mike Little	Bul
250 EXPERT	
Ray Vanderpool	Yam
Carl Byers	Yam
Kevin Stafford	Yam
OPEN NOVICE	
Russell Burch	BSA
Jim Casey	BSA
Mike Konshak	Nor
OPEN EXPERT	
Jim Harmon	Nor
Earl Barker	Tri
Wayne Hosaka	Tri
SIDE HACKS	
Dave Roesch/ Tom Ridyard	H-D
Joe Heithe/ Don Miller	BSA
C.D. Gerairdy/ Roger Emmons	H-D
RELAY RACE	
Barker/ Vanderpool	Tri
Hosaka/Collie	Suz

PRO MOTOCROSS
LaFayette, Colo.
April 26, 1970

500 A	
Whitey Martino	Hus
Mark Blackwell	Hus
George Shaw	Hus
Pete Swift	C-Z
500 B	
John Meyer	Hus
Steve Gauss	Mai
Dave Goldsberry	Hus
250 A	
Gene Durham	Mon
Jim Wicks	C-Z
Bruce Baron	C-Z
Mike Meyer	Hus
250 B	
Rick Norris	Mon
Jim Kennedy	C-Z
Cal Howe	Hus
125 A	
Bruce Sass	Pen
Bob Conway	A-E
Gary Bailey	Sac
125 B	
Bob Falkan	Yam
Cal Pepper	Yam
Gary Chase	Pen

TT SCRAMBLES
Willow Creek, Calif.
May 2, 1970
by Thomas E. Dilling

100 NOVICE
Danny Tonkin
Elba Long
Gene Smith
Richard Lin
100 AMATEUR
Gary Thompson
Ronald Matson
Don McMarrow
Ed Thayer
101-175 AMATEUR
Alan Thompson
James Arnold
Gerry Gray
Gerald Hall
250 NOVICE
Danny Aiken
Mike Benson
Brian Lee
Lawrence Williams
250 AMATEUR
Martin Plumb
Jim Seeber
David Cherry
Walt Richards
250 EXPERT
Raymond Beck
Gordon Kuhnle
Ed Nilsen

TT SCRAMBLES
Perris, Calif.
May 2, 1970
by Elaine Jones

100 NOVICE DIVISION I	
Joe Williams	Kaw
Stan Patterson	Hod
Mary Gritt	Yam
Frank Novotny	Kaw
100 NOVICE DIVISION II	
Terry Stanford	Hod
Bob Weeks	Kaw
Pat Ross	Kaw
Jim Clubb	Kaw
125 NOVICE	
Joe Williams	Yam
Kay Kanaki	Yam
Larry Lund	Yam
Rick Doyle	Yam
100 AMATEUR & EXPERT	
Jeff Sexton	Kaw
Doug Mason	Kaw
David Boydstun	Yam
175 - 200 NOVICE	
Dan Katler	Bul
David Caldwell	Yam
Michael Bloom	Oss
250 NOVICE DIVISION I	
Stu Cox	Bul
Dennis Brewster	Bul
Bill Hisey	Yam
250 NOVICE DIVISION II	
Dennis Creason	Bul
Jim Kline	Oss
Mike Myers	Yam
Bill Gray	Bul
500 NOVICE DIVISION I	
Paul Lass	Mai
Cary Tanner	Mai
Richard Fry	CZ
John Willhait	Duc
500 NOVICE DIVISION II	
Dean Mackelprang	Mai
Jack Boal	Tri
Bill Barning	Mai
Mike Kemp	Tri
AM./EX. MOTO	
Doug Mason	Bul
Andy Skeel	H-D
Gary Griffing	Mai
Bob Kline	A-E
SWEEPSTAKES	
Doug Mason	Bul

ACA MOTOCROSS
Saddleback, Cal.
April 26, 1970

100cc SPORTSMAN	
Bruce McDougal	Hod
Bob Rowe	Hod
Brad McKee	Hod
Joe Ambrose	Hod
Dennis Peck	Hod
125cc SPORTSMAN	
Skip Porter	Bul
Jim Culwell	Yam
Jesse Slaton	Yam
Johnny Garcia	Bul
Randy Myers	Bul
Ross Maeda	Bul
Wen Beckwith	Yam
John Townsend	Bul
Mark Rick	Bul
Doug Morton	Yam
Roger Jones	A-E
250cc SPORTSMAN	
John Hawthorne	Oss
Jim Henry	Mai
Bob Merrick	C-Z
Frank Rowe	Gre
Jim Culwell	Yam
Pete Kolbet	C-Z
Jerry Natelborg	Bul
Tony Brickel	C-Z
Ted Schafer	C-Z
Gary Brittain	Hus
Russ Mortensen	Mai
Morris Malone	Kaw
125cc SENIOR	
Ruben Benites	Pen
Bill Urban	Bul
Dick Frampton	Bul
250cc SENIOR	
Chuck Lunde	C-Z
Pat De Benedetti	C-Z
Mike Runyard	Mon
John Maynard	Yam
John Rubcic	C-Z
Bill Urban	C-Z
500cc SENIOR	
Mike Runyard	Mon
Ron Fry	Hus
Carl Cotton	Hus
Ed Meyers	Hus
500cc SPORTSMAN	
Mike Harrison	Mai
Ken Ratzloff	Mon
Wm. Baxter	Mai
Bob Rodine	Hus
Phil Mailloux	Hus
G. Foreman	Hus
Larry Geese	Hus
Bob Mortensen	Mai
Larry Lee	C-Z
C. Nicholson	C-Z

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1st place
Bay Mare 250 Jr. Div. I

BILL SPAHN
1st place
Bay Mare 250 Jr. Div. II

STEVE RAUCH
1st place
Maricopa MX 500 Jr.

JIM O'NEIL
2nd place
Bay Mare 250 Sr.

JON NICOLSON
13th overall
Simi Valley H&H

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RESULTS

SPEEDWAY
Orange Co. Fairgrounds
May 1, 1970
by Mike Capalite

SPECIAL MATCH RACE
Bill Cody Jaw
Stu Morley Jaw
SCRATCH CONSOLATION
Terry Graham Jap
Dennis Gildehaus Jaw
Sonny Nutter Jaw
HANDICAP CONSOLATION
Jim Gresham Jaw
Ron Miller Jaw
Al Laur Jap
2nd DIVISION MAIN
Gary Fishburn Jaw
Bill Racey Jap
Scott Autry Jap
SCRATCH MAIN EVENT
Rick Woods Jaw
Mike Konle Jaw
Bill Cody Jaw
Larry Heinsleman
HANDICAP MAIN EVENT
Dennis Gildehaus Jaw
Larry Earhart Jap
Mike Konle Jaw

SPEEDWAY
Kern Co. Fairgrounds
Bakersfield, Calif.
May 2, 1970
by Mike Capalite

TEAM MATCH RACE
Rick Woods Jaw
Sonny Nutter Jaw
Larry Shaw Jaw
SCRATCH CONSOLATION
Mike Konle Jaw
Terry Graham Jaw
John Fishburn Jap
HANDICAP CONSOLATION
Mike Konle Jaw
John Fishburn Jap
Greg Haserot Jaw
2nd DIVISION MAIN
Tommy Bannon Jaw
Steve Gresham Jaw
Les Chanky Jaw
SCRATCH MAIN
Rick Woods Jaw
Bill Cody Jaw
Larry Heinselman Jaw
Sonny Nutter Jaw
HANDICAP MAIN
Rick Woods Jaw
Jim Gresham Jaw
Terry Graham Jaw
DeWayane Keeter Jap

TROJAN SPEEDWAY
South Gate, Calif.
April 30, 1970
by Eddie Smith

TROPHY DASHES
100 TT
Tom Horton Kaw
125 TT
Tom Horton Mai
250 TT
Jimmy Stein Mai
100 - 125 Flat Track
Bob Sanders Kaw
250 Flat Track
Larry Shaw Bul
MAIN EVENTS
100 TT
Tom Horton Kaw
Joe Monohon Yam
Bob Sanders Kaw
Bob Hosford Bul
Jeff Aezer Hod
Steve Dutter Hod
125 TT
Tom Horton Mai
John Sperry Yam
Danny Corbett Yam
Dan Daigh Yam
Tom Flynn Yam
Bob Hosford -
250 TT
Jimmy Stein Mai
Tom Horton Ya
Bob Byers Yam
Larry Shaw Yam
Mike Curoso Bul
Jim Barnes Yam
100 - 125 Flat Track
John Sperry Yam
Tom Horton Kaw
Bob Sanders Kaw
Danny Corbett Yam
Lloyd Quintard Yam
D. C. Ralph Yam
250 Flat Track
Larry Shaw Bul
Jimmy Stein Mai
Mike Curoso Bul
Tom Horton Yam
Jim Miller Oss
Dave Collins Suz

SCRAMBLES
Mile High M.C.
Prescott, Arizona
April 19, 1970
By Matt Glover

100cc NOV. DIV. I
Tom Miller Suz
Bob Hicks Cim
Sam Lafon Kaw
100cc NOV. DIV. II
Bruce Miller Hod
Glen Thomason Hod
Steve Whitney Suz
125cc NOV. DIV. I
Leo Cornwall Yam
Larry Barrington Yam
Mike Ellsworth Yam
125cc NOV. DIV. II
Dave Campbell Yam
Don Bathrick H-D
Bill Nichols A-E
125cc AMATEUR
Steve Simpson Yam
Richard Hale Yam
125cc EXPERT
Gary Wells Yam
Tom Webster Bul
250cc NOV. DIV. I
Lee Casteel Yam
Jeff Klinder Yam
Ken Campbell Jr. Yam
250 NOV. DIV. II
Steve Hale Yam
Ron Werner H-D
Robert Morgan A-E
250cc AMATEUR
Jim Morgan Yam
Richard Hale Yam
Marty St Martin Yam
250cc EXPERT
Gary Wells Yam
Dennis Himes C-Z
Brian LaPlonte Kaw
OPEN NOVICE
Randy Black H-D
Neil Bennett Tri
Dick Smith Hon
OPEN EXPERT
Brian Ross Hus
Dennis Himes CZ
John Haviland BSA

SCRAMBLES
Hayward M.C.
Hayward, Calif.
May 2, 1970
by Lyn Jensen

100 NOVICE
Rick Hocking Hod
Ed Bour Hod
Scotty Hewitt Hon
125 NOVICE
Steve Foster
Doug Searson Yam
Mike Tracy Pen
175 NOVICE
Wade Ulrich Hon
200 NOVICE
Marty Webster Yam
200 AMATEUR
Ivan Shigemasa Bul
Steve Hernandez Bul
250 NOVICE
Paul Warne Bul
Gary Hylton Bul
Larry Neff Oss
250 AMATEUR
Dorian Jewett Bul
Pat Eagen Bul
R. Hammersmith Yam
350 NOVICE
Tim Harris Bul
Jack McGee Hon
Gene Schirtler H-D
350 AMATEUR
John Hall Hon
Dorian Jewett Hon
Lee Benton Kaw
Slim Odendahl -
Clarence Jones H-D
500 NOVICE
Mark Jensen Tri
John Taylor Bul
500 AMATEUR
Larry Frey Bul
Al Rodrigues BSA
500 EXPERT
Ken Dalla Hon
Jay Grilli BSA
John Green Mon
650 NOVICE
Mike Sarandria Tri
Gary Hylton BSA
Mitch Novez Tri
650 AMATEUR
Bob Henwood Tri
Fred Cziska Tri
Bud Riddle Tri
650 EXPERT
Jim Brooks BSA
Dan Hughes Tri
T. Mullenax Tri

ROAD RACE
ACA
Riverside, Calif.
May 3, 1970

SR. G.P. CLASSES
50cc CLASS I
Richard Seifried Hon
David Riggs Hon
Jeffrey Evans Suz
50cc CLASS II
Chris Anderson Ita
Sid Chambers C.E.
Ed Kelly Ita
100cc
Don Emde Hod
Frank Smith Kaw
Pat Evans Hod
125cc
Ron Pierce Yam
Val Howard Yam
Colin Jones Hon
175cc
Stan Smith Bri
200cc
C. Van Breemen Suzp
Dick Pearce Gre
Jim Damron Oce
250cc
Don Emde Yam
Mike Lane Yam
J. Christopher Bul
350cc
James Chen Yam
Pat Hynan Yam
H. Lynggard Yam
500cc
Art Baumann Suz
Cecil Oswald Kaw
Wade Killen Kaw
OPEN
George Kerker Nor
Jerry Greene Nor
HEAVYWEIGHT PROD.
250cc
Geoff Mazon Suz
Pat Evans Suz
Al Abbott Bul
350cc
Dave Damron Suz
Butch Shephard Hon
Randy Dawes Hon
500cc
Greg Bush Kaw
Walter Munday Kaw
Jack Harney Kaw
OPEN
George Kerker Nor
Jerry Greene Nor
Reg Pridmore -
Myram Kitchen BSA
Arthur Chambers Nor
Ron Balestrieri Nor
SIDE CARS
Al Neubrand/
Wm. Byan BMW
Ed Wade/
Tom York Jr. H-D
Rick Richards/
Greg Rice Tri
Doug Bingham/
Tony Mascella Hon
JR. G.P. CLASSES
100cc
Sid Whittacher Kaw
Mark Goslee Kaw
Bob Petta Kaw
175cc
Mark Revels Hon
200cc
Tim Rockwood Yam
Jay Loughrin Bri
Dick Roll Bul
250cc
Pat Evans Yam
Dick Brewer Yam
Mike Hurt Yam
350cc
Carl White Yam
Eric Alexander Hon
John Killman Hon
500cc
Cap Munday Kaw
Roger Glickman Suz
R. Martindale Kaw
OPEN
Myram Kitchen BSA
LIGHTWEIGHT PROD.
50cc
Ed Kelly Tar
100cc
James McWorthy Suz
Alan Swett Yam
Curt Ward Yam
125cc
Tim Rockwood Yam
Phil Thompson Yam
Ron White Suz
175cc
Mark Revels Hon
Phil Thompson Yam
Mike Lane A-E
Scott Ford Yam
200cc
Pat Evans Yam
Jim Damron Suz
Roger Wood Bri

MOTOCROSS
Huntington Beach, Calif.
May 3, 1970
by Mike Capalite

125 JUNIOR
Jeff Cruzon Bul
Chuck Lampe Yam
Skip Porter Bul
100 Junior
Robert Kellogg Pen
Danny Slaton Bul
Dale Walter Sac
250 JUNIOR
Jim Henry Mai
Robert Bland Oss
Randy Roche Bul
100 - 125cc SENIOR
Lloyd Quintard Yam
Tony Rogers Yam
Mike Plunkett Sac
OPEN EXPERT
SENIOR COMBINED
175--250--500--Open
Chuck Minert BSA
Bob Shannon CZ
Frank McNabb BSA

CMC MOTOCROSS
Perris, Calif.
May 3, 1970

100 JR
J. Hoover Hod
W. Baehr Sac
R. Alvord Kaw
B. Haag Bul
125 EX & INTER
E. Holcomb Pen
J. Fishback Yam
P. DeBenedetti Zun
B. Urbin Bul
125 JR DIVISION I
B. Boots Mai
M. Roach Sac
B. Lendl Yam
S. Hoffee Bul
125 JR DIVISION II
J. Hoover Yam
R. Silverthorn Sac
T. Mendel A-E
D. Weeks Pen
250 EX & INTER
T. Rapp Bul
P. DeBenedetti CZ
L. Pfutzenreuter Bul
B. Maynard Yam
250 JR DIVISION I
L. Hench Oss
D. Leavitt Hus
G. Gipson Hus
M. Powers Mon
250 JR DIVISION II
B. Harber Hus
J. Culwell Yam
T. Trachy Hus
J. Natelborg Bul
500 EX & INTER
B. Silverthorn Hus
M. Runyard Mon
M. Cram Bul
A. Anders Bul
500 JR DIVISION I
G. Hughes CZ
D. Rodine Hus
J. Healy CZ
R. Sullivan Bul

MOTOCROSS
Austin, Texas
April 19, 1970
By John Blanton

125cc JR.
George Majewski Yam
Gordon Roundtree Yam
Billy Vrandenburg Yam
250cc JR.
Doc Harr Bul
Ed Childress C-Z
Randy Haws C-Z
125cc Sr.
Mike Johnson Pen
Perry Lorenz A-E
Tom Eller Yam
250cc SR.
Billy Boyd Bul
Mark Moore Mai
David Dismukes C-Z
500cc CLASS
Wyman Priddy Mai
Ramon Dasch C-Z
Don Osborne Mai

SCRAMBLES
Kings County M. C.
Harfod, Calif
April 26, 1970
by Tim Thomas

100 NOVICE
Bill Underwood Hod
Dan Bean Kaw
Matt David Hod
100 AMATEUR
Curt Lenge Kaw
Richard Hill Hod
Ryan Gifford Hod
125 NOVICE
B. Balsemenn Bul
Rick Armitege Yam
Gene McCowan Sac
125 AM & EX
Ron Tobey Yam
Mike Keener Yam
George Beckett Bul
200 NOVICE & AM
Rick Reeds Bul
Albert Nystrom Oss
Jesse Javaux Bul
250 NOVICE
Rick Biddle Yam
Wayne Howard Yam
Don Forbes Bul
250 AMATEUR
Don Dean Kaw
Carl Nelson Oss
Tim Tomlinson Mon
250 EXPERT
R. Elisarraras BSA
Jack Jones Suz
Jim Maxwell Bul
360 NOVICE
Jerry Langley Mon
James Shields Mon
Joe Chellino Bul
500 NOVICE
Helmer Wilson BSA
Sam Cravers Tri
Tim Conklin BSA
500 AMATEUR
Jim Keener Hus
Ron Keener Hus
Larry Coday CZ
650 NOVICE
James Hayhurst Tri
Steve Martin BSA
Bob Gansbergen Tri
650 AM & EX
Jim McCracken Tri
Carrol Jackson Tri
J. F. McCollough Tri

ASCOT MOTOCROSS
Gardena, Calif.
May 3, 1970

125 JR
Bob Brooks Yam
Alvin Blain Kaw
Bob Hosford Bul
250 JR
R. Whitlock Yam
John Hawthorne Oss
Larry Furu CZ
500 JR
David Miesser Bul
Richard Leavell Hus
J.W. Kell Hus
250 7 500 SR
Chuck Lunde CZ
Bob Bailey Mai
Ron Bunn CZ

MOTOCROSS
Boondockers M.C.
Langlois, Ore.
April 26, 1970

100cc BEGINNERS
Brad Dreiszus Bul
250cc BEGINNERS
Al Detor Oss
100cc EXPERT
Juston Potter Hon
125cc EXPERT
Tony Hefner Sac
175cc EXPERT
Archie Billings Yam
250cc EXPERT
Virgil Teague Bul
OPEN EXPERT
Al Detor Oss
Ed Nielen CZ

SHORT TRACK
Tulare, Calif.
May 2, 1970

NOVICE MAIN
10 Laps
Kenny Roberts Suz
Paul Johnson Bul
Rob Hill Yam
Steve Wilson Yam
Jon Olgivie Bul
AMATEUR MAIN
10 Laps
John Hately Tri
Terry Dorsch Tri
Dan Davies Tri
kris Bakke BSA
Bob Boaz Tri
EXPERT MAIN
Dave Hansen Tri
Lloyd Houchins Tri
Tom Rockwood Tri
Carl Patrick Tri

CMA MOTOCROSS
April 26, 1970
Salt Lake City, Utah

100 NOVICE CLASS
Buck Weaver Hod
Dave Taylor Hod
Shirley Knop Hod
125 B CLASS
Mike Binkerd Pen
Kevin Croft Yam
Robert Plumb Sac
125 A CLASS
Warren Spencer Yam
Sam Shafer Yam
175 CLASS
Steve Burgess Yam
Ted Strong Yam
Greg Larson Yam
250 B CLASS
Roger Miller Yam
Dick Shira Yam
Randy Kerr Yam
250 A CLASS
Bob Brown Hus
Jim Curtiss Yam
Bob Carlson Kaw
OPEN CLASS
Preston Gerber Hus
Dave Crandall Hus

(Results continued on page 25)

TEAM MOTOCROSS
Desert Rats M.C.
Holidy, Calif.
April 19, 1970
by Bobbie Hedges

OVERALL WINNERS
Miller-Cannady Bul-Sac
Miller-Mallett Yam-Sac
B. Jones-L. Miller Gre-Tri
Chester/
Herrington Mon-Bul
Page-Hicks Bul-Yam
Thomas-Potteet Yam-CZ

33 – 33 – 33 – 33 – 33 – 33 – 33 – 33 – 33
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Bob Fraunberger and Jim Connolly battled for lap after lap around the Perris T.T. track.

T.T.'ers Go For Points At Perris

By Elaine Jones

PERRIS, CALIF. April 26, 1970 – Overcast skies and a brisk wind was the setting for the San Bernardino Valley M.C.'s Perris point-run. The first race left the line at 9:15 a.m. and the last one got the checkered flag at 3:55 p.m.

Robert Sanders proved that he can find his way around the new Perris track, as he beat out regular Doug Mason in the Expert Moto. Rex McLeod was third.

Bob Brooks and Robert Edge beat out regulars Allen Gailliot and Jess James Jr. in the 100cc Novice Main.

Kay Kanaki was the speediest 125cc Novice of the day, followed by Danny Hart, Phil McDonald and David Tudor.

Steve Nichols was very much in the groove as he led the boys home in the 125cc Amateur-Expert class. Second place Paul Lambert had his own set of problems, holding off the charge of Jeff Sexton who finished third.

Larry Taylor was out proving what the number one plate is all about, as he won the 175-200cc Amateur Expert Moto. Larry's closest rival was Charles Sodzastrom, but he didn't quite have enough. Bob Saunders was a close third.

Kay Kanaki had a double good day, as he came back to take a clear win in the 250cc Novice Main.

Steve Mudd bested the pack in the 250cc Amateur Moto, and Bob Grunstreet not only got second but a busted bike and a badly bruised body in a nasty spill going down the backside. Paul Lambert and Ron Ringer were third and fourth.

Charles Gann beat out Danny Hockie and Steve Nichols to capture the 250cc Expert Moto.

The Side Hacks turned out in full force, and were divided into two groups, with the Lightweights going first.

In the Lightweight Division, the teams of Misella-Krohn and Prescott-Rauh see-sawed back and forth right down to the wire, with Misella and Krohn getting the checkered.

The Heavyweight Division saw Roesch and Ridyard drive through everything and everybody to take number one. Gerardy and Emmons were second.

Tom Ryan, Honda mounted, took the 350cc Novice Moto over two other Honda mounted riders, David Karschner and James Johnnie.

Dave Kuhnhoff and Davey Davis had their own thing going, as they left the rest of the pack to fight it out. Davey had a last chance drive which brought him close, but not close enough, to beat out Dave.

Triumph was one, two, three in the 650cc Novice Moto, with Dave Tudor, Alan Hollister and Jack Boal the pilots.

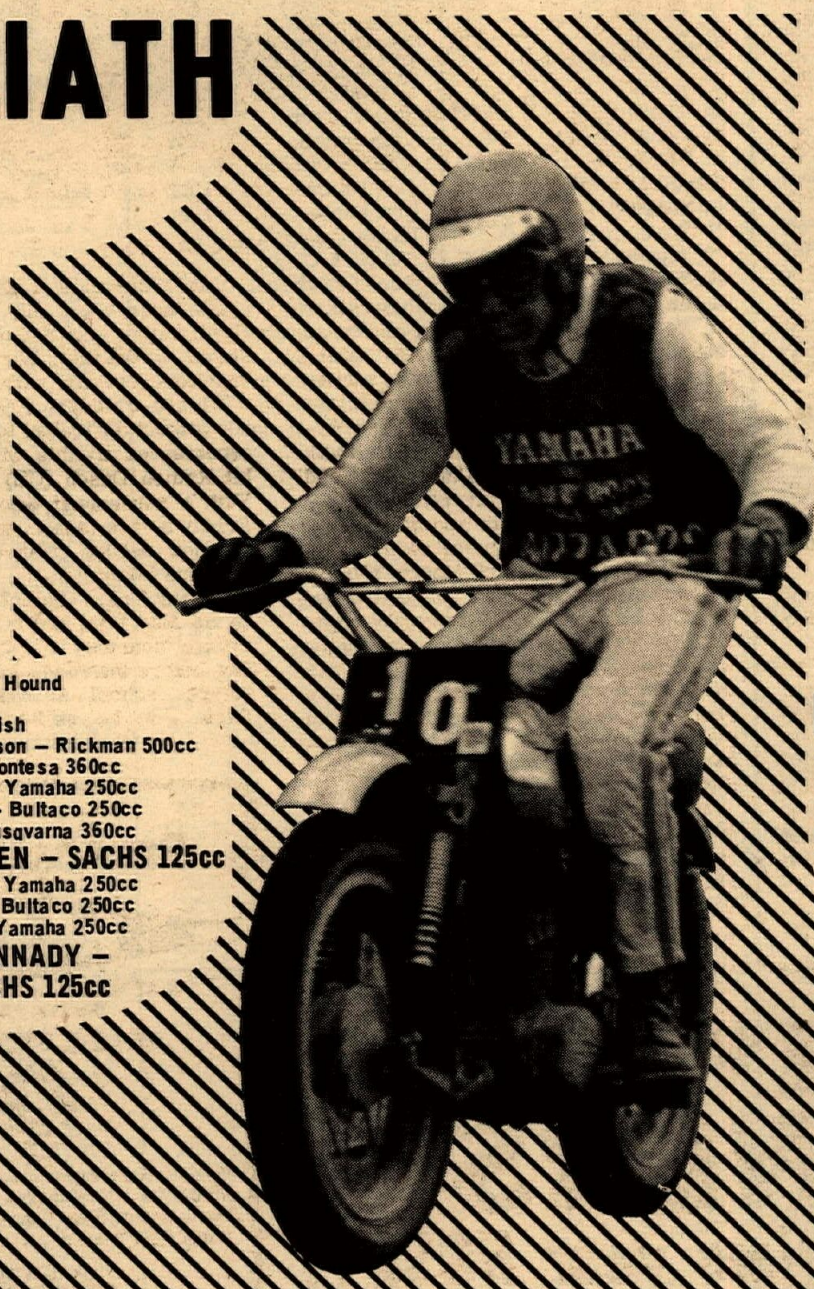
Andy Skeel has got to be awarded Spectator's-Choice-Of-The-Day award. In the first heat the starter put Andy behind the pack with a backward start. Much to everyone's surprise, Andy was in first place before the first turn was completed. He led the race only to lose in a dead heat finish to Vince Graves. Andy came back to take the next two by a definite margin.

Bob Fraunberger and Jim Connolly had the battle royal in the 500 Expert Moto, but Bob's Bultaco had more than Jim's Greeves and that was it. Chuck McIntosh had his eye on second spot but Jim out rode him.

Sandy Armstrong was it all the way in the 650cc Am/Ex. Class and added some fancy broad slides through the esses just for fun.

(Results on page 19)

GOLIATH OF THE DESERT



Simi Valley Hare & Hound
April 26, 1970
Overall order of finish
1st Rick Thorwaldson – Rickman 500cc
2nd Steve Kirk – Montesa 360cc
3rd Mike Patrick – Yamaha 250cc
4th Gary Preston – Bultaco 250cc
5th Tom Muto – Husqvarna 360cc
6th ERIC JENSEN – SACHS 125cc
7th Phil Bowers – Yamaha 250cc
8th Gary Griffin – Bultaco 250cc
9th Roy Knight – Yamaha 250cc
10th GENE CANNADY – SACHS 125cc

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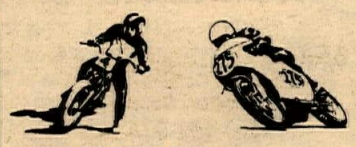

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- WHEEL LACING
- HELI-COILS INSTALLED

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Wells Takes Pair At Arizona Scrambles

By Matt Glover

PRESCOTT, ARIZ. April 19, 1970– Gary Wells, the 14 year old wonder, powered a pair of Yamahas into the winner's circle today, taking both the 125cc Expert Class and the 250cc Expert go at the Mile High M.C.'s first scrambles of the season.

A record 91 entries and nearly 500 spectators were on hand to watch young Wells win all six of his heats at this newly improved track.

The 100cc Novice, Division I, had eight bikes, six of which were Kawasakis, but the Suzuki of Tom Miller, and the Cimatti of Bob Hicks (both of Phoenix), left the Kaws back on the roost. Tom won the first and third heats and finished fourth in the second heat. Bob took a second and first but was too far back at the start of the last heat to work his way up through the field.

Division II had 5 Hodakas, with Bruce Miller of Prescott, charging off the line each time and winning all heats. Glen Thomason (Hod) of Sedona, was a front runner, too, taking two seconds and a third.

Leo Cornwall (Yam) from Wickieup, had to work for his three firsts in the 125cc Novice, Division I, coming from as far back as fifth spot in the second heat. Larry Barrington (Yam) of Phoenix, made good starts and rode consistently for two seconds and a third place. Mike Ellsworth (Yam) showed everybody the way in the second go-round, until he dumped it in the last lap.

Division II was a benefit for Dave Campbell (Yam) of Prescott, except in the last heat, when he got a poor start and had to full bore to catch Don Bothrick (H-D) of Yuma on the last lap. Ed Parsons (Yam) took second and third in the first two heats, but in the final stanza he was tail-end-Charley the whole distance. So, Bill Nichols (A-E) and Don Bothrick bested him with second, third and fourth place finishes to tie for second place honors.

125cc Amateur and Expert ran together in a small field of four machines. Diminutive Gary Wells (Yam), age 14, formerly of Las Vegas and now from Phoenix, won all heats. He and Tom Webster (Bul) of Kingman, diced hard and fast, swapping places in the corners much to the delight of the crowd. Tom went deeper into the turns but Gary pulled him in the straights.

The 250cc Novices fielded 28 bikes, split into two groups. In the first division Lee Casteel (yam) and Jeff Klinder (Yam), both of Prescott, each had a first and second place finish. But Lee also had grabbed another second to overshadow Jeff's fourth!

Division II had the action! Fifteen bikes! Steph Hale (Yam) of Prescott, won the first heat going away. However, he jumped the bank at the start of the second heat, stopped and started again after all the others were long gone. He proceeded to charge through the field, challenging the winner Ron Werner (H-D) of Yuma at the wire. Steph won the third heat, passing Robert Morgan (A-E) on the last lap.

250cc Amateur and Expert ran together. Gary Wells had his power-to-weight ratio working, with feet-on-the-pegs riding, to win all of his heats again. Dennis Himes (CZ) challenged at times. In the last heat Paul Niemi (Bul) led the whole race up to the final lap, as once again Gary and Dennis swapped back and forth in fourth and fifth spots for four laps. Then Gary blew off Paul Niemi and "Stevedore" Hale in the last lap for the checker.

Open Novice and Expert ran together in the last two heats. This was purely a case of Expert Brian Ross (Hus) feeling out the pack for the first three laps of the first heat. From then on he owned the track. Dennis Himes (CZ) won second place hardware with two seconds and a third. In the second frame he was headed by Novice Randy Block (H-D) of Kingman, who won the biggest trophy in his class.

(Results on page 19)

Motorcycles Banned At Phoenix Course

By Randy Bailey

PHOENIX, ARIZ. – The city council voted last week (4-22) to ban motorcycles from the newly established Arizona Moto Cross Association course located in the northeast section of the city.

Effective May 1, said the council ruling, all motorized vehicles will be banned from Dreamy Draw track location. The move was prompted after several horseowner clubs protested to the council that the bikes were destroying the terrain.

Charles Christiansen, parks director, said that the popularity of the area was a major factor in closing the area.

"On some Sundays, well over 2,000 persons have been in this confined area, including several hundred motorcycles," he added.

According to Ted Isenhart, AMCA president, the ruling to ban riders from the area was "unfair".

Isenhart continued that the city's ban hurt the "weekend rider who doesn't race but enjoys the use of the area."

"The decision will definitely hurt motocrossing in Arizona," he added. "Although I'm negotiating with the city for another site, it will probably be a non-spectator course when we get it."

"The city has overlooked one factor in relocating the course – safety," claimed Eisenhart. "The Dreamy Draw location was close to (four miles) a hospital in case there was an injury at the course... all the city's alternate locations are several miles from any medical help."

Leaders Unchanged In Texas Motocross Championship

Billy Boyd held off hard charging Bill Kasson and his CZ (don't believe everything you read on sweatshirts).

By John Blanton

AUSTIN, TEXAS, April 19, 1970 – David Dismukes of Austin retained his lead in the 250cc class of the current Texas Motocross Championship after taking third place in the fifth event of the series, held at Austin today. The two other class leaders, Mike Johnson (Penton) and Wyman Priddy (Maico) strengthened their leads with wins in the 125cc class and the 500cc class respectively. Dismukes' CZ finished third, fifth and third in the three heats behind surprise winner Billy Boyd (Bultaco) and Mark Moore (Maico).

Junior divisions were run in the two smaller classes, and 125cc winner was George Majewski (Yamaha), and 250cc winner was Doc Harr (Bultaco). This was the second win for Majewski, and race promoter George Parks informed him good-naturedly at the trophy presentation that he was being promoted to the Senior division. Tough luck, George!

Mike Johnson's Penton was borrowed, but the style was his own, as he blitzed the competition three in a row in the 125cc Sr. class, beating out Perry Lorenz (American Eagle) and Tom Eller (Yamaha).

Out of the ten entries in the 250cc Sr. class there were only three finishers – Boyd, Moore and Dismukes as previously stated, so the third heat of that class was run concurrently with the 500cc heat.

Wyman Priddy's 500cc class win was not without difficulty. In the first heat he experienced trouble with his Maico and let Ramon Dasch (CZ) into first place. With a subsequent third and a sixth to Priddy's two subsequent wins, Dasch finished second overall, ahead of Don Osborne (Maico).

Austin's next championship event will be on May 17th, and it will feature John DeSoto, courtesy of CZ. On Saturday, the day before the race, John will conduct a riders' school at Austin Moto-Cross Park – to be well-attended for sure.

(Results on page 18)

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MARTINO SCORES COLORADO MOTOCROSS WIN

Photos and Story by John Messineo

LA FAYETTE, COLO. April 26, 1970—California desert ace Whitey Martino traveled to the Rocky Mountain State last weekend to pick up the marbles in a Professional motocross that boasted an $1100 purse and drew a large turnout of riders and spectators.

Rolling hills and high speed jumps made the two mile course very fast and snow fences let the crowd get close to the action without wandering out on the track. The LaFayette layout was in the same area as last year's Inter-Am but used a different course. The classes got to run three 20 minute motos so there was lots of racing for everyone.

Some of the best local talent was away shooting movies in New Mexico but Husky riding Whitey did in the 500cc Seniors and was ably backed up by Californian Mark Blackwell. Blackwell liked to hit the big jump wide open and his Husky was airborne for most of the race. George Shaw got his Husqvarna into third to make it three Huskies before the fourth place CZ of Peter Swift.

New Mexico's Gene Durham walked away with the 250 Sr. cash by blasting his Montesa ahead of CZ riders Jim Wicks and Bruce Baron.

Bruce Sass, a Boulder, Colo. rider, picked off the 125 class with his Penton. Bob Conway and California's rambling ambassador Gary Bailey were second and third.

Local boy John Meyer of Englewood, Colo. put it to the 500cc B riders and Rick Norris won the 250 B event with a Montesa.

Michael Cates, Commerce City, Colo. caused a little excitement when he lost it in the first turn of lap one. The rest of the tightly bunched 125's had trouble getting around Cates and when the dust cleared there were two other bikes down. Cates was the only one not able to continued. He was taken to the hospital, where it was believed his injury was limited to a bruised hip. At the finish of the B race, Yamaha rider Bob Falken and Colbert Pepper were first and second in front of Penton rider Gary Chase.

At the end of the day a three lap sprint holligan for $50 was won by Gary Bailey on his 380 Greeves Griffon.

(Results on page 19)

Mark Blackwell shoots for the sky with his Husky. Tha La Fayette course was very fast and high speed jumps gave the fast guys a chance to get some airborne time. Whitey Martino picked up the 500 Senior win and Mark was second.

A.C.A. Opens Orange County Speedway

By Margie

ORANGE COUNTY, CALIF. April 29, 1970 – The motorcycle races at Orange County officially started tonight and for the rest of the season the combination of short track and TT racing will be the regular program for the 125cc, 250cc, and 500cc through open classes.

The Srs. in the 250 TT class were led around the track by Jim Stein mounted on a Maico, followed by Peterson on a Ossa and Wilkinson on a Bultaco.

Larry Shaw, on a speedway style Bultaco, jumped to the lead in the 250 Sr. short track only to lose it on the second lap to Jim Stein on a Maico. Shaw battled with Stein and took over first to finish it. Peterson on an Ossa was third and Ducati mounted Cruz was fourth.

Jim Raymond won the Main Event in the 500cc thru open TT combined class on a Montesa, followed by McNab on a BSA, with Maico mounted Tidwell a close third.

Also taking the win in the 500cc thru open short track was Jim Raymond on a Montesa. Tidwell on a Maico was a distant second and Ray Vanderpool aboard a Montesa was third.

(Results on page 19)

The Valerian's Two Cycle City Ltd. Racing Team has struck again!

(This time, it was the Denver Pro Motocross on April 26th.)

500 A CLASS
Whitey Martino (Hus) — 1st Place
Mark Blackwell (Hus) — 2nd Place

250 A CLASS
Bruce Baron (CZ) — 3rd Place

250 B CLASS
Rick Norris (Mon) — 1st Place

Congratulations, Whitey, Mark, Bruce, Rick, Husky, Montesa and CZ!

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CYCLISTS AID CITY OF HOPE

Photos & Story by Robert O. Fee

RIDGECREST, CALIF. April 18-19, 1970 – A new location on the High Desert brought 521 entrants to the 10th Annual City of Hope Spring Tour, Saturday and Sunday, netting $3,952 for the City of Hope National Medical Center at Duarte, California.

Due to the efforts of the Hi-Desert Motorcycle Club, the Ridgecrest residents and merchants enthusiastically welcomed the road riding motorcyclists into their town. There were "Welcome Cyclists" signs hanging in many shop windows and two flaming torches bordered the gateway to the high school campus, where the motorcycle activities were held. Because of the popularity of trail bikes in the surrounding desert, Ridgecrest residents are motorcycle oriented.

With such a reception atmosphere and the intensive, detailed planning and advance work done by the members of the Hi-Desert Club, facilities far exceeding those of any prior Spring Tour. The cyclists camped on the green grass of the football field and used the gymnasium facilities for hot showers Saturday evening and Sunday morning.

The evening merchandise drawing was held on the field under the brilliance of the playing lights. No one was squeamish about the kilowatts, either. The lights were left burning until midnight, long after the evening program had ended.

Big Daddy Miller, Referee for the Southern California Road Rider Committee, co-ordinated the rally planning and mc'd all of the events. And except for the foul-ups that normally accompany a new location, the cyclists were pleasantly surprised at the smooth pace of the day's events.

About 210 motorcycles paraded down Ridgecrest's main highway, lined nearly solid with local townspeople. They evidently enjoyed the spectacle, as a tremendous number joined the procession back to the high school campus where they were entertained by the Victor McLaglen Motor Corps and the Huntington Park Elks Drill Team doing their precision drill maneuvers.

The field events occupied the remainder of Saturday afternoon with the spectators observing from temporary bleachers provided by the nearby China Lake Naval Weapons Center.

All during the day, the High School Booster Club sold hot dogs, hamburgers and drinks, donating the proceeds to the City of Hope.

Abandoning the usual practice of bringing the meal to the rider, this year the riders went to the evening meal at Chuck's Chuck Wagon in downtown Ridgecrest. Over 600 riders were fed between the hours of five and eight from a smorgasboard that was unbelievable. If you didn't like what was on the table – come back in 15 minutes and find something different.

The riders consumed 70 lbs. of beef patties, 175 lbs. BBQ ribs, 80 lbs. meat loaf, 16 gallons spaghetti & meat sauce, 5 gallons ravioli, 50 lbs. roast beef, 45 lbs. sliced ham, 130 lbs. fried chicken, 25 gallons milk, 15 gallons ice cream, 300 lbs. potato solad, 200 lbs. cole slaw, 50 lbs. macaroni salad, 25 gallons green salad and 480 dinner rolls. No one attempted to count the coffee.

Sunday morning at eight, the dress competition was held with members of the local Chamber of Commerce eyeing the beauty of both machines and riders. All of the judges were enthusiastic in their appraisal of the rider's costumes, uniforms, and motorcycles.

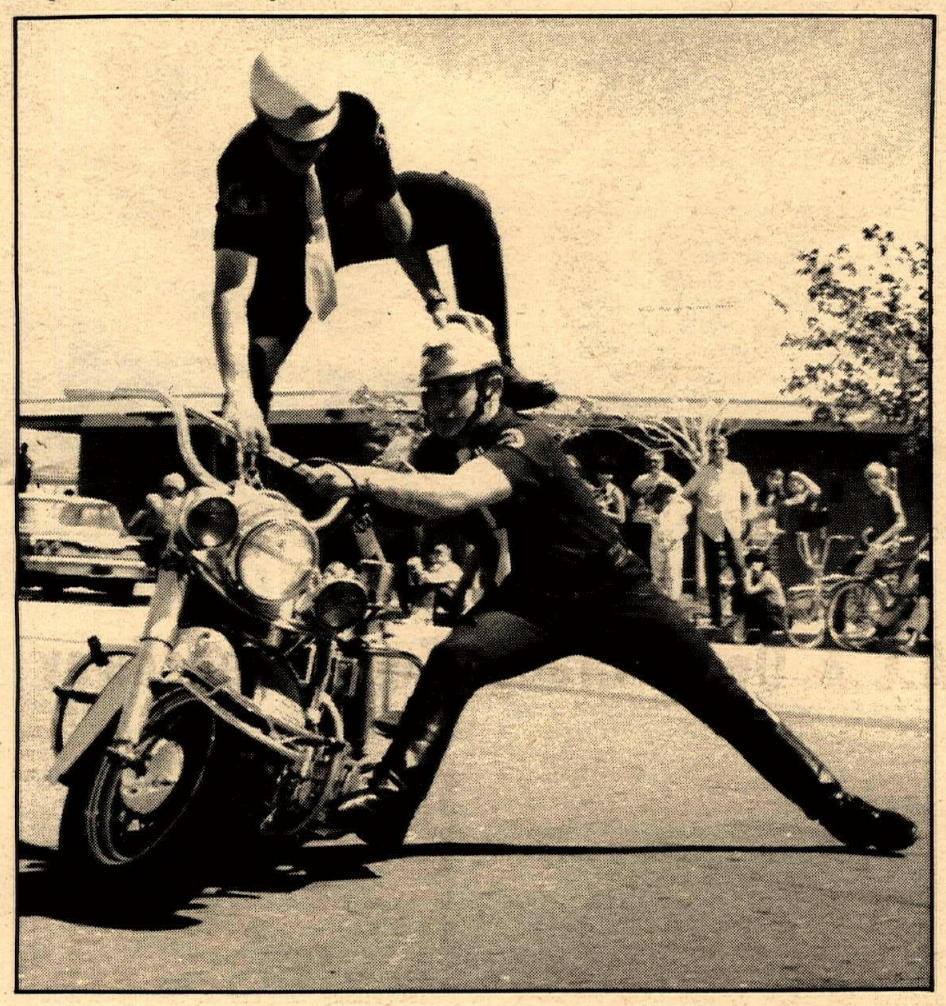
The stark simplicity of black and silver seemed to impress the judges the most, as they selected the Silver Eagles M.C. as best dressed clubs, and their choice of best dressed couple was a black costume decorated with white scroll.

During the judging, Spyder entertained the spectators with his rear wheel artistry.

Trophies were awarded at 9:30 and the riders were soon on their way home. Those returning to Los Angeles found stiff cross winds gusting up to 70 mph, making their perfect weekend all the more thrilling.

Nearly all the riders expressed satisfaction with the Spring Tour and looked forward to returning to Ridgecrest next year.

Included in the proceeds going to the City of Hope were the receipts from the raffle ticket sales for a M-65 motorcycle donated by the Southern California Harley-Davidson Dealers Association – over $2500! The Silver Eagles M.C. stood way out in front of the ticket sellers. They sold 606, 150 to the local Ridgecrest residents on Saturday alone. The next highest club, The Knights sold 300.



Racers Roll At Perris Saturday Night TT

By Elaine Jones

PERRIS, CALIF. April 25, 1970 – Jess James Jr. got things off to a good start at the Saturday night TT's here, as he took the 100cc Novice class.

Jess is a newcomer to Perris and has been doing all right for himself. Bob Hosford was second with Eric Arras and Jim Pool third and fourth.

For the second week in a row, hard driving Jim Clubb powered his baby Greenstreet home for the gold in the second flight of 100cc Novices. Sidney Whitson had the second fastest Kawasaki going and Joe Williams the third. John Cockburn kept it from being a clean sweep, as he got his Hodaka up for fourth.

Kay Kanaki took the honors in the 125cc Novice class, and Jess James Jr., with his second ride of the night, took second, with Greg Brewer and Keith Hueth rounding out the field.

Jim McClurg and Ron Lambert fought it out in the 125cc Amateur-Expert class, with Jim pulling it out and Ron settling for second. Dan Kegler who hasn't been out for a while took third and Sandra Lambert, keeping up family tradition, was fourth.

Kay Kanaki, still riding high, came back to win the 250cc Novice class over Doug Hannon, Steve Brewer and Toby Stanford.

Jerry Ayers and his Husqvarna were the team to beat in the second flight of 250cc Novices. John Cormello and Stu Cox went round and round for second, with John coming out on top in this one.

Bog Greenstreet, Jimmy Stein and Tom White mixed it up in the 250cc Amateur-Expert class. Jimmy had two wins going for him and was running third in the final moto when he dropped it in the esses. Bob Greenstreet ended up first, with Jimmy second and Tom White third. Ron Ringon was fourth.

Paul Lass has found first place to his liking but it wasn't so easy with the likes of Dave Brait and his B.S.A. who took one of the heats in the Novice Moto. Doug Templeton was third on a Matchless, and Robert Shirts was fourth.

After two destruction derby starts which put Gary Griffing out for the night with an injured foot, the Amateur-Expert Moto got underway. Bob Kline took the first round with C. Glen Brunson coming back to even up the score in the second. Bob with a transmission getting very shaky still had enough left to take the third go and come up the winner. Charles Tidwell and H.B. Buchner were going round and round with their own little Maico duel. Chuck Tidwell came out on top in this one.

Bob Greenstreet took the Sweepstakes.

(Results on page 19)

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LAPD ORDERS MOTO GUZZIS AND HONDAS

LOS ANGELES, CALIF. – After a year of reliability testing, the Los Angeles Police Department has ordered 85 Italian Moto Guzzis, as part of their previously Harley-Davidson dominated fleet of more than 500 motorcycle patrol units, according to Gerald "Ray" Wynne, director of police transportation.

Additionally, Wynne said that the department has placed an order with Pacific Coast Honda in Lomita, Calif. for 11, specially equipped, Honda 750's.

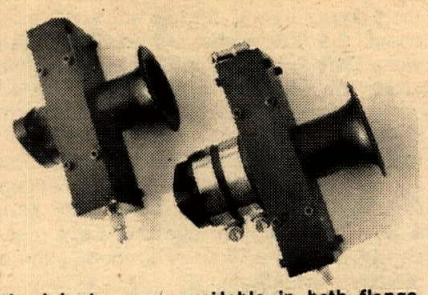
In the year long test of the 10 Italian bikes, Wynne said his department found that maintenance costs have been "about the same" as the Harley-Davidson's. However, he said the initial cost of the Guzzi is "considerably cheaper" than the big 74's. He added that there was no "major component" failures during the Moto Guzzis test.

The LAPD tried a number of different bikes at Riverside Raceway nearly one year ago, and as a result, recently called for bids on 11 Honda 750's, identical to the prototype set up by Long Beach Honda. Pacific Coast Honda was the low bidder.

Like the Guzzi, the big Japanese bikes will be tested for a year and then evaluated. If they prove satisfactory, the police department will order a number of them as part of the regular fleet, the director of police transportation said.

According to information from Pacific Coast Honda, a new facility is being planned for the police 750 set-up and service. The set-up of the machines includes a solo seat instead of the banana seat; addition of a radio mount on the rear fenders; brackets for saddlebags; re-aligning the mufflers so the saddlebags can fit low; a major modification to the speedometer; rewiring of the electrical system to accommodate the many electronic components found on police motorcycles; modification in the frame to allow for the installation of a larger battery; and repainting of the machine.

Lake Injectors New Departure In Carburetion



Lake injectors are available in both flange and hose mounts.

A new wrinkle in carburetor design has been released to the retail market by the Lake Research and Development of Lake Isabella, Cal.

The Lake Injector looks like one of those mysterious "little black boxes" we've all heard about but in reality the unit is an exercise in simplicity.

Basically the injector is a black annodized aluminum box with a velocity stack on one side and a flange mount on the other. (A hose mount is optional.)

Inside, a slide with a hole in it that corresponds to the venturi size controls the air flow. The fuel inlet pipe moves up and down with the slide and the pipes relation to a stationary metering needle is what controls the flow of fuel. There are four different needles available and the needle position in the carb body is adjustable via two knobs at the bottom of the body.

Here's how it works: The slide, operated by a throttle cable, is raised or lowered to increase or decrease the flow of air. The fuel induction pipe is raised or lowered, with the slide, which increases or decreases the flow of fuel. The correct mixture is obtained by adjusting the patented needle while the engine is running, so that the proper amount of fuel is mixed with the air flow in the venturi. That's all! There are no float bowls, or levels, also no primary, secondary or main jets to be bothered with.

The Lake Injector does not have to be mounted vertically to function properly. It can be mounted in any position that will facilitate hooking up the throttle cable and fuel line.

The heart of the Lake Injector is the needle. It differs from most carb needles in that it has a flat taper milled on one side. The flat side is very wide at the end of the needle and tapers away to nothing about 2/3 of the way down its length.

The basic mixture ratio adjustment is made by turning the large knob that raises or lowers the needle.

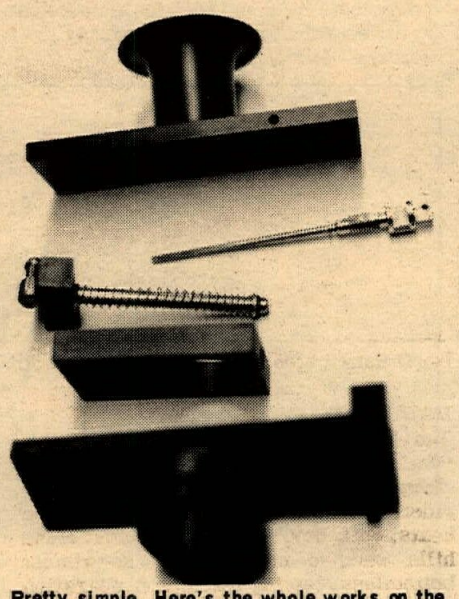
When the engine is tuned for maximum power with the slide fully open then the smaller knob is adjusted to twist the needle to tune for mid-range and low end power.

Because of the rush of air flowing across the needle, the flat taper acts like an airfoil and its relation to the air stream will make the engine run richer or leaner in the mid range. If the flat on the needle is facing the engine, it will run richer. If it is turned away from the engine it will run leaner.

Paul Bostrum rode a Lake Injector equipped Triumph to a second place win in this year's National Championship TT in the Astrodome and the injectors have met success in many other types of competition.

The manufacturers claim horsepower gains of up to 15% on the dynamometer because of the increased air flow. Dyno reports show power increases throughout the rev range.

Lake Injectos will be available for bikes of all sizes, both 2-stroke and 4-stroke. The units retail for around $55 and further information can be gotten from Lake Research and Development at P.O. Box 909, Lake Isabella, Cal.



Pretty simple. Here's the whole works on the bench.

AFM RECEIVES CASTROL AND GATORAIDE SUPPORT

Riders at the AFM Road Races at Orange County Intl. Raceway on May 17 won't have any problems with thirst. The AFM Race Queen will be on hand with free Gatoraide on the grid and pre-grid. Castrol Motor Oil Corp. has renewed product support for the AFM races in 1970 and Castrol oil will be awarded to the Grand Prix events on the 17th.

AFM now has a club photographer who will be providing publicity pictures and selling shots to the riders. Riders wanting photos can send their riding number and photo requests to Mike Hodgins at 3939 Coldwater Canyon, No. Hollywood, Cal. 91604.

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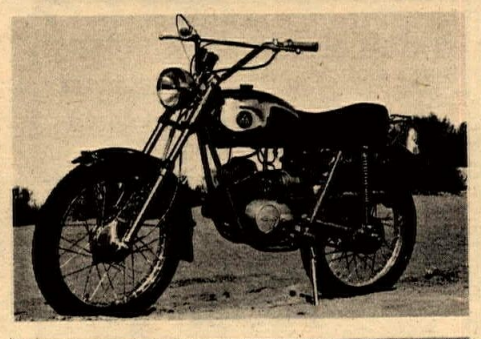

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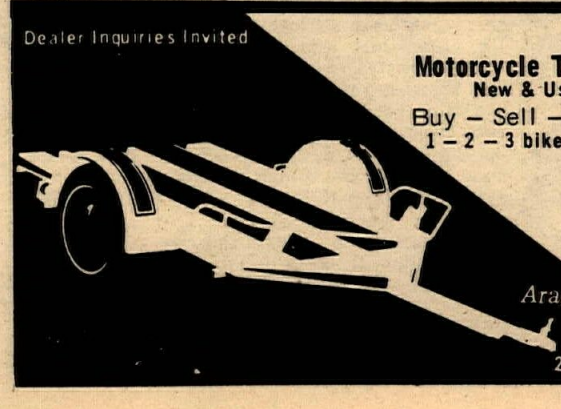


213–359-4597

323 W. MAPLE
MONROVIA, CA.

GARRETT DAY AT TAFT

Wayne Garrett bounces through a Maricopa gully on his way to a 125 class win.

MARICOPA, CALIF., April 26, 1970 – The Taft Motorcycle Club presented a "Desert Motocross" today, and the name of the game was DUST. Heaven help the rider who didn't clean his filtron between heats. Soft, dry, silty soil on most of the hills seemed in places to be almost bottomless, testing machine preparation and rider conditioning to the utmost.

Art Carter (H-D) just put the 100cc Junior class in his pocket and ran away with all three heats. Leo Fedawa (H-D) came in with a well deserved second, and Tom Garrett (Yam) was third. Get used to the name Garrett friends, you ain't seen nothin' yet.

The first division of the 125cc Junior class was another one-man-event, as Craig Cole (Bul) won all three motos, chased by Chester Wheeler (Yam) in second and (are you ready?) Allen Garrett (Yam) in third.

The 125cc Junior, Division two, was won by Jack McKay (Yam), closely followed by James Childs (Yam) and Greg Geiser (H-D).

The 125cc Senior was yet another one man show as (here we go again) Wayne Garrett (Yam) won all three heats easily. Randy Pipcorn (Yam) was second and Carmon Minder (AE) was third.

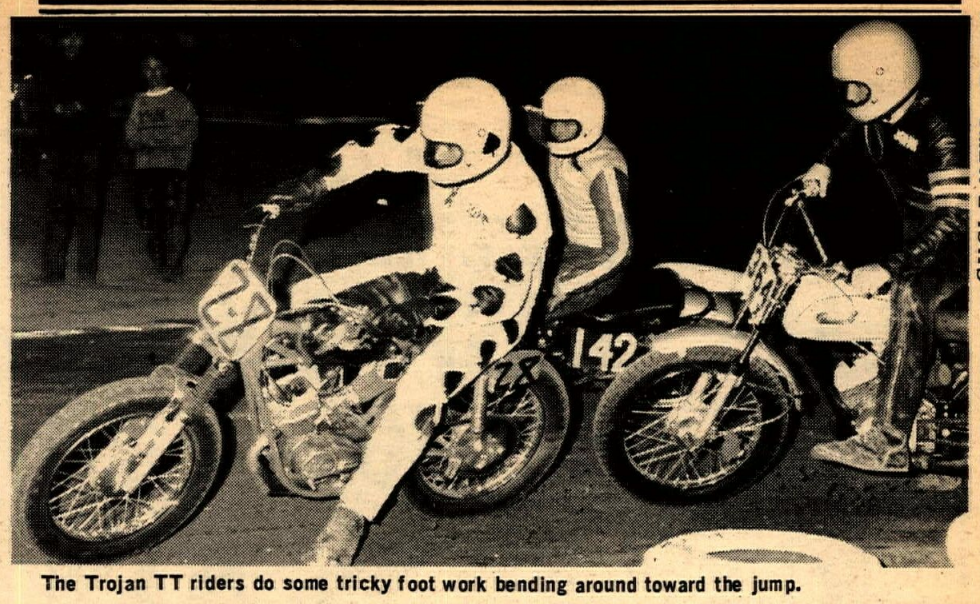
Doug Wheeler and Bill Payne brought their CZ's home to first and second overall. Wheeler getting a first and two seconds, and Payne winning two heats but falling in the second moto and slipping back to fourth. Danny Summerlin was third in the 250cc Junior, Division 1.

The 250cc Junior, Division 2 was run combined with the 250cc Senior. Steve Hammer (AJS) won the senior event, while the junior class was won by (uh-hu) Allen Garrett (Yam), Bill Royden (CZ) was second and Joe Cushway was third on his CZ.

The Open Junior-Senior Combined was like a page out of history, proving again, you can't quite discount the old four strokes yet, as (here's that name again) Wayne Garrett wheeled his forty inch Triumph Metisse home to first place Senior with Steve Benedict (Hus) second and Glenn Colby (Mai) third. The juniors were shown the way home by Steve Rouch (CZ) with John Mitchell (Hus) second and Tom Mills (Hus) third.

In all, a good day's racing, testing rider and machine with up-hills, down-hills, side-hills, sandwashes and a little TT track thrown in for good measure. There was positively one group of riders who enjoyed the day. I won't even tell you who they are, I'' just let you guess.

(Results on page 19)



The Trojan TT riders do some tricky foot work bending around toward the jump.

Horton Wins At Trojan

By Eddie Smith

SOUTH GATE, CALIF. April 30, 1970 – Tom Horton won two main events and two trophy dashes at Trojan Speedway Thursday night. Horton's wins came in the 100 and 125 TT Main Events and in the 100 and 125 TT trophy dashes.

Horton riding a Kawasaki beat Joe Monohan mounted on a Yamaha to the checkered flag in the 100 TT Main Event. Tom won the 125 TT Main on his Maico. John Sperry placed second and Danny Corbett was third. Both Sperry and Corbett were riding Yamahas.

Riding his Kawasaki, Tom Horton won the 100 TT trophy dash. In the 125 TT trophy dash, Horton was running second to John Sperry until the last lap, when Sperry flipped his bike coming over the jump for the last time. Horton then took over first place after missing the fallen Sperry to win the dash. Sperry was unhurt in the mishap.

Mounted on a Yamaha, Horton placed second in the 250 TT Main. He also placed second in the 125 flat track Main and finished fourth in the 250 flat track Main Event. Horton rode in every race during the evening.

John Sperry, riding a 125cc Yamaha, was the winner in the 100-125 combined flat track Main. Sperry passed Horton on the last lap to win. Horton was second followed by Bob Sanders' Kawasaki.

Larry Shaw, riding his Mitco Bultaco, was the winner in the 250 flat track trophy dash. Shaw also won the 250 flat track Main Event. Jimmy Stein was second mounted on a Maico, while Mike Curoso brought his Bultaco into a third place finish. Shaw rode a new 250 Yamaha in the 250 TT Main Event and finished fourth.

Riding a Maico, Jimmy Stein won the 250 TT Main. Horton was second with Bob Byers taking third. Byers was riding a Yamaha. Stein also took the checkered flag to win the 250 TT trophy dash.

Bob Sanders riding a 100cc Kawasaki was the winner in the 100-125 combined trophy dash on the flat track. Sanders placed third in the 100 TT and in the 100-125 flat track Main Events.

Horton, Stein, and Shaw ill all be back this Thursday night at Trojan Speedway, when racing starts at 7:30.

On May 21, Trojan Speedway will present a 50 lap Main Event on the TT course for the 250cc bikes. Three hundred dollars will be awarded to the winner of this race.

(Results on page 19)

RESULTS

HALF MILE
Ascot Part
Gardena, Calif.
May 1, 1970

EXPERT FINAL	
Tom Rockwood	Tri
Jimmy Odom	Tri
Dusty Coppage	Yam
Ron Kruseman	Tri
Don Dudek	Tri
Paul Conserriere	Nor
Eddie Hammond	Tri
Sammy Tanner	H-D
DeWayne Keeter	Nor
Terry Donaher	Vel
AMATEUR FINAL	
John Hateley	Tri
Don Emde	BSA
Mike Bradley	Tri
Ted Longwith	BSA
Chuck Hart	Tri
Adam Lee	Tri
Terry Dorsch	Tri
Randy Ellis	BSA
NOVICE FINAL	
Kenny Roberts	Suz
Bob Hill	Yam
Al Baker	Yam
Gary Scott	Suz
Jim Crenshaw	Bul
Tom Vardeman	Yam
Don Walters	Yam
Ron Moore	Bul
Les Contanza	Oss
Earl Barker	Yam

NATIONAL CHAMPIONSHIP HALF-MILE
Cumberland, Md.
20 LAP EXPERT FINAL

Mert Lawwill	H-D
Dave Aldana	BSA
Larry Palmgren	Tri
Keith Mashburn	Yam
Mark Brelsford	H-D
Jim Maness	H-D
Ken Pressgrove	BSA
Dave Smith	Tri
Don Castro	Tri
Gene Romero	Tri
Dave Sehl	H-D
Jim Rice	BSA
AMATEUR FINAL	
Doug Sehl	Tri
Ron Butler	Tri
Tod Sloane	Tri
Gary Fisher	Tri
Maurece Fraiser	Tri
William Finn	BSA
Bob Gill	BSA
Dennis Palmgren	Tri

TT SCRAMBLES
Elsinore, Calif.
April 26, 1970
By Lorri Lee

MINI BIKES	
R. Sibley	–
S. Egli	Rup
C. Markley	Hon
100 NOV. NOV.	
M. Young	Kaw
F. Meissner	Suz
R. Widener	Kaw
D. Dove	Suz
125 NOV. NOV.	
H. Fletcher	Hus
M. Fritz	Yam
C. Dodge	Pur
B. McHalavich	Yam
S. Scott	Yam

NATIONAL CHAMPIONSHIP POINT STANDINGS
UNOFFICIAL

Dick Mann	141
Gene Romero	103
Don Castro	98
Yvon DuHamel	93
Mert Lawwill	83
Dave Aldana	76
Geoff Perry	67
Jim Rice	62
Walt Fulton Jr.	62

100 NOVICE	
T. Gillespie	Kaw
J. Colman	Kaw
M. McGarvey	Kaw
R. Maahs	Kaw
200 NOVICE	
J. Swinks	Bul
W. Shay	Pen
M. Bloom	Oss
250 NOVICE	
M. Little	Bul
H. Cheetwood	Bul
D. Waffle	Oss
J. Coldwell	–
500 & OPEN NOV.	
S. Lowell	Mon
J. Moore	Mai
J. Willhait	Dun
100 EXPERT	
R. Morrison	Kaw
F. Guer	Kaw
F. Junkersfeld	Kaw
125 EXPERT	
D. Tudor	Yam
R. Parsons	Bul
T. Warren	Bul
G. Nord	Yam
125 NOVICE	
R. Parsons	Bul
W. Sharp	Pen
Flynn	Yam
Demming	Yam
250 EXPERT	
M. Hagodki	Oss
H. Cheetwood	Bul
T. Warren	Bul
500 & OPEN EXPERT	
J. Sprague	Tri
D. Tudor	Tri
SPECIAL EXPERT	
D. Tudor	Tri
J. Sprague	Tri
C. Grizzle	–
B. Bartels	Tri

SHORT SCRAMBLES

HILLCLIMB
3rd Annual Tex Nash Mem
Jacksonville, Oregon
April 26, 1970
by Steve Wakeman

MINI BIKES	
Cris Tippets	Hon
Darwin Ault	Suz
Ronny Clark	Hon

TT RACES
Ascot Park
Gardena, Calif.
April 30, 1970

EXPERT FINAL	
Dusty Coppage	Yam
Eddie Mulder	Tri
Tom Rockwood	Tri
Dave Hansen	Tri
Mike Haney	Tri
Lloyd Houchins	Tri
Skip Van Leeuwen	Tri
Paul Bostrom	Tri
Bob Bailey	Tri
D. Christopher	Tri
Eddie Wirth	Tri
Bill Manley	Nor
AMATEUR FINAL	
John Hateley	Tri
Don Emde	BSA
Ted Longwith	BSA
Terry Dorsch	Tri
Terry Moriarty	Tri
Mike Bradley	Tri
Tom Clard	Tri
Jon Sellers	Tri
Karl Triest	BSA
Kris Bakke	BSA
NOVICE FINAL	
Gary Scott	Bul
Kenny Roberts	Mon
Ray Vanderpool	Yam
Carl Byers	Yam
Al Baker	Yam
Les Contanza	Oss
Dave Lenar	Oss
Earl Barker	Yam
Chet Burt	Bul
Jim Halford	Yam

100cc UNDER 16	
David Reed	Sac
R. LaFontaine	Hod
100 EXPERT	
John English	Sac
Wes Word	Suz
Art Thomas	Hod
101 - 150cc BEG.	
Bob Decker	Sac
Allen Raduski	Pen
Mike Ricks	Sac
101 - 150cc EXPERT	
Doug Coffman	Sac
Walter Sergeant	Sac
Mike Decker	Sac
200cc	
Mike Craig	Bul
Randy Paul	Yam
250 cc BEGINNER	
Arthur Tepper	CZ
Stewart Penington	CZ
Steve Wakeman	Gre
Paul Kingsline	Yam
Marc Prentice	Suz
250 EXPERT	
Tim Tepper	CZ
John English	Yam
George Cota	Oss
Gordon Scheu	Bul
Dale Osborn	Suz
500cc	
Darrell Thetford	Tri
Seth Dean	Kaw
Wes Word	Tri
Ken Koger	Mai

OPEN CLASS	
Mike Gibbons	Tri
Dick Chambers	Tri
Sam Grooves	Tri

CLIFF HANGER
ENDURO
Beaumont, Cal.
April 19, 1970

1st OVERALL		
Joe Buckner	975	Yam
1st OPEN		
Dick DeJong	942	Bul
2nd OPEN		
Fred Arnold	940	Bul
3rd OPEN		
John Wilhoit	928	Duc
1st 101-250cc		
Eddie Day	960	Tri
2nd 101-250cc		
Dick Ellefson	948	Yam
3rd 101-250cc		
Dale Dean	947	Gre
1st 100cc		
Edward Dean	947	Hod
FINISHERS:		
Jeff Henniger	942	C-Z
Keith Riley	933	Yam
Ed Martony	927	–
John Neidlinger	927	Mai
Kenneth Cox	927	BSA
Ron Bishop	926	–

CALENDAR

(Continued from page 2)

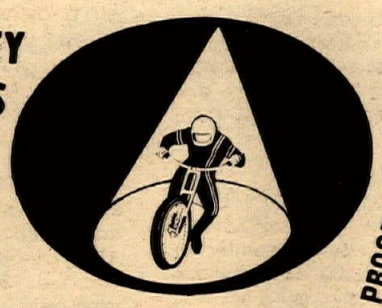
SUNDAY, MAY 17th

SCOTTISH ONE DAY TRIALS. 20 observed sections. Timed loops. Finisher pins on the spot, and $300 in donated prizes. Limed from Ramona or Wildcat Canyon Rd. in Lakewide. For map write Victor Conway, 6777 Ballinger Ave., San Diego, Calif. 92119.

Great Bear Enterprises Inc. Presents-

CLASS "A" SPEEDWAY RACING

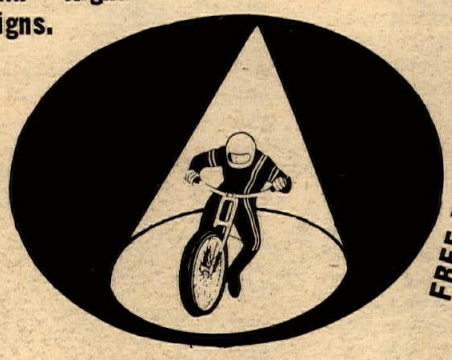
AT ANTELOPE VALLEY FAIR GROUNDS LANCASTER



MAY 17

Antelope Valley Fwy. to Sierra Hwy. – Left to Center of town – Right follow the signs.

Gates Open 1:15 PM
Races Start 2:15 PM
Tickets on sale at gate



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MAY 31
JUNE 7–21
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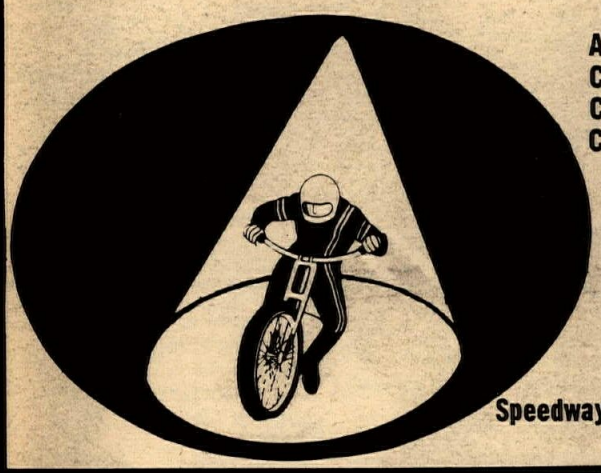
OCT. 11–18
NOV. 1–8



Adults $2.50
Children (12–16) $1.50
Children (6–11) 50¢
Children (Under 6) FREE

For further info
(213) 473-5613
or
(714) 521-6422

Speedway Supporters Club 50¢ off with card.

BOB BAILEY PRESENTS

ASCOT MOTOCROSS SERIES

MAY 10th 17th 24th

SERIES PRIZES TO BE OFFERED

Pit Gates Open 7 am – Pit Gates Close 9 am Post Entry $5
Practice 8 am – 10:30 am – Juniors 11 am – Seniors 12
Gates Open At 7 am (7 am to 11 am FREE)
Box Office Opens 11 am
Admission: $2.45 (With This AD)
Children 8–12: $1

ASCOT SPEEDWAY - 182nd Vermont

SAVE 50¢ CUT HERE

MOTOCROSS by CMC at Carlsbad Raceway. Begin 2nd annual Golden State Series. CMC membership required, $10 post entry, $5 mail entry to Box 1402, Costa Mesa, Calif. 92626. Raceway located east on Palomar Airport Rd., off I-5.

AMA PROFESSIONAL RACES at San Jose County Fairgrounds. Half mile dirt. $1200 purse. Trials 11 am, race 2:15 pm.

MOTOCROSS by Bob Bailey, at Ascot Park. Four event series starting May 3. Post entry $5. Pits open 7 am, practice 8 am, Juniors race at 11 am and Seniors at noon. Spectators watch 7-11 am action free, after 11 am, $2.45 with coupon in paper.

MOTOCROSS by I.R.E., last event of East-West Challenge series. Top sixe series riders compete in East. Cash and merchandise to division winners. Post entry $5, Mail entry $3 to 6605 Desota Ave., Canoga Park, Calif. Info: (213) 348-3349.

TT SCRAMBLES at Sunny Valley Speedway, 14 miles north of Grants Pass, Ore. 1/2 mile oiled track. Practice at 11 am, races at 1 pm. Info: (503) 476-4018, or write Ray Copeland, 691 Brookside Blvd., Grants Pass, Ore. 97526.

TT RACES by Mesa M.C., at South Bay Speedway, south of San Diego on I-5 to Main St. ramp, turn, then follow signs and lime. $2 post entry. Info: (714) 426-0172.

CHERRY CREEK HARE'N HOUND by the Salt Lake M.C. Limed from Eureka and Lynndyl, Utah. AMA and SRA sanctioned. Trophies and travel allowance to winners. Mail entry $5.00, post entry $10.00. Race starts at 10 a.m. Info and entries: Box 1711, Salt Lake City, Utah 84101. No mail entries after May 7.

MOTOCROSS by ACA at Saddleback Park Orange, Cal. All Sportsman classes and 125, 250, 500cc Senior classes. Practice 9:00 a.m. first event 11:30 a.m. Info: (714) 528-4290.

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

MAY 17th – Carlsbad Raceway
MAY 24th – SADDLEBACK
MAY 31st – Carlsbad Raceway
JUNE 7th – Perris Raceway
– RAIN or SHINE –

3# Plates Req.

CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

AMA NATIONAL CHAMPIONSHIP 200 mile Road Race at Alabama International Motor Speedway, Talladega, Ala.

MOTOCROSS by San Gabriel M.C. at Perris Raceway. AMA sanct., Dist. 37 points. $5 post entry, $3.25 mail, to S.G.M.C., 1429 Frandale Ave., West Covina 91790. First race starts at 10am.

TRIALS by San Jose P.I.T.'s at Hall's Ranch, (Uvas Dam). Limed from Bailey Rd. and Hwy 101. Post entry only. Classes: Nov. (prod. trials, 125 and under, 126 and over) Jr., Ladies, Am. and Ex. Info: (408) 264-3684.

MOTOCROSS by Hi-Desert Racing Assn. at Deadman's Point. Six series race begins April 19, with series winner getting $200. Info: Evenings (714) 247-7473.

T.T. SCRAMBLES by the Rock Springs M/C Assn. at Rock Springs, Wyoming. All classes, A and B trophies for all classes. Sign-up 12:00. 3 miles north of Rock Springs at old Airport.

ENDURO by Sonora Pass M.C. Follow lime from Tuolumne junction, two miles east of Sonora. Race starts at Basin Creek Campground. Mail $4.00 entry to P.O. Box 259, Sonora, Calif. Five dollar post entry. Info: (209) 532-7722.

CLASS A SPEEDWAY by Great Bear Enterprises at Antelope Valley Fairgrounds, Lancaster, Cal. Info: (213) 473-5613 or (714) 521-6422.

MOTOCROSS. Huntington Beach Cycle Park by Huntington Racing Assoc. P.O. Box FA, Westminster, 92683. Post entry $6.00, mail entry $3.00 by May 13. Sign-up 8-10. 3 number plates. Info: (714) 897-4458.

DRAG RACE HILL CLIMB at Carnegie Cycle Park, near Livermore, Calif. Practice on Sat. $1 to ride, $2.50 to park and watch. Five classes, five riders minimum per class. $10 minimum purse per class. No chains.

ROAD RACE by the L.A. Chapter of A.F.M. at Orange County International Raceway.

HARE SCRAMBLES by Foothill Hawks M.C. Limed 12 miles N. of Victorville on I-15 (66) to Barstow. Pre signup, May 16, 5-8 pm. Race starts at 10 am Sunday. Two 35-mile loops, trail bikes all the way. Hacks welcome. Entry $3.25.

MOTOCROSS by Antelope Valley Racing Assoc., at Anzac Raceway. Take Pearblossom exit from Antelope Valley Fwy. All affiliations and licenses accepted. Practice at 9 am, racing at 10 am.

FRIDAY, MAY 22nd

SPEEDWAY RACING by International Speedway Inc., every Friday night at Orange County Fairgrounds, near intersection of Newport Blvd. and Fair Dr. in Costa Mesa. Racing starts at 8:15 pm.

the ACTION'S at SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

MAY 10
Mini-Bike Scrambles

MAY 17
ACA Motocross

MAY 24
CMC Motocross; SCTA Riding School

OPEN WEEKENDS 8–5
MON., THURS., FRI.–9–5
Admission $2.50; Minis $1.50

SADDLEBACK Park
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Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

FREE FILMS

Free Admission
Free Refreshments

Fri. May 15th
Starts 8:00 p.m.

New MOTORCYCLE RACING FILMS

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FREE TICKETS
May Be Picked Up At:
PACIFIC COAST HONDA
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(213) 326-3810

Peck Park Auditorium
500 N. Western Ave.,
SAN PEDRO, CA.
(near Park Western Shopping Center)

TT RACES every Friday night at Graham Speedway, 9 miles south of Puyallup, Wash. Qualifying at 7:30 pm, races at 8:30 pm.

SCRAMBLES by Hi Hats M.C., every Friday night at Vallejo Race Track. AMA sanct. $2 to ride or watch, three number plates a must. 6 bikes to a class, all classes. Signup starts at 5 pm, races begin at 8:15 pm. Dist. 36 sportsman points and trophies in all classes. Info: (415) 228-5676.

SATURDAY, MAY 23rd

MINIBIKE RIDING only on Minibike course. Huntington Beach Cycle Park. $1.00 per bike and rider. 10-4. Info: (714) 897-4458.

SCRAMBLES by Hayward M.C. at Hayward Speedway, 3800 Depot Rd. First race 7:30 pm. $2 to ride or watch, ages 6-12, $1. Practice 4:30-6 pm. Pits open at 4 pm. Info: (415) 783-9922.

SUNDAY, MAY 24th

MOTORCYCLE RACES by the Rainier Sportsmans M.C., at Rainier Rodeo Grounds, between Yelm and Tenino on Hwy 507. Signup ends at noon, first race at 1 p.m. Two trophies guaranteed in each class. Donation $2, students $1. Info: (206) 446-2401.

7th ANNUAL LOST PADRES ENDURO, By Valley Trail Riders Assoc. Limed from Lake-Of-The-Woods, four miles past Frazier Park. 70 mile loop, first bike out at 9 am. Spark arresters a must. Camping available, bring water and gas. Course designed for trail riders, water proofing advisable. Info: (213) 892-5978 or (805) 259-6217.

DRAG RACE HILL CLIMB at Carnegie Cycle Park, near Livermore, Calif. Practice on Sat. $1 to ride, $2.50 to park and watch. Five classes, five riders minimum per class. $10 minimum purse per class. No chains.

MOTOCROSS by Scrambler's M.C. at Bay Mare. AMA sanct., Dist. 37 points. Post entry $5, mail entry $3.50 to 14656 Lull St., Van Nuys, Calif. Info: (805) 497-2060.

MOTOCROSS by Bob Bailey, at Ascot Park. Four event series starting May 3. Post entry $5. Pits open 7 am, practice 8 am, Juniors race at 11 am and Seniors at noon. Spectators watch 7-11 am action free, after 11 am, $2.45 with coupon in paper.

SCRAMBLES by Palo Alto M.C. at Fremont Drag Strip. All new track, grandstands. AMA sanct. Ten miles north of San Jose on Oakland Fwy. Signup 9-12 am. All classes. Admission $2, plus 25¢ per rider for insurance.

ROAD RACE by ACA at Carlsbad Raceway. All Jr. and Sr. G.P. and Tourist Trophy classes. Practice 9:00 am, first event 12:00 Noon. Info: (714) 528-4290.

MOTOCROSS by CMC at Saddleback Park. CMC membership required, $10 post entry, $5 mail entry to Box 1402, Costa Mesa, Calif. 92626. Second event of Golden State series.

AMA NATIONAL ENDURO CHAMPIONSHIP 250 mile run, by Enduro Riders Assn., Lake Hope, Ohio.

EUROPEAN SCRAMBLES by Allgood Racing International, at Carlsbad Raceway, 3rd race of series. Seven miles east of Interstate 5, on Palomar Rd. Mail entry $7.50, Post entry $12.50. Registration and practice between 8-10 a.m., with race starting at noon. $1000 in cash or merchandise to winner. Info: 6982 La Jolla Blvd., La Jolla, Calif., (714) 488-6006.

TT RACING. Huntington Beach Cycle Park by Huntington Racing Assoc. Signup 8-10. $2.50 entry non-members. $2.25 for members. Info: (714) 897-4458.

MOTOCROSS by Boondockers M.C., five miles north of Port Orford, Ore., off Cape Blanco Rd. Signs posted. Info: (503) 348-2344 or (503) 348-2482.

WEDNESDAY, MAY 27th

TROPHY PRESENTATION by Shamrocks M.C., for motocross and enduro. Starts at 8:30 pm at Sunland Park Recreation Center, Sunland, Calif. Refreshments. Info: Tom Center (213) 353-1924.

FRIDAY, MAY 29th

TT RACES every Friday night at Graham Speedway, 9 miles south of Puyallup, Wash. Qualifying at 7:30 pm.

SCRAMBLES by Hi Hats M.C., every Friday night at Vallejo Race Track. AMA sanct. $2 to ride or watch, three number plates a must. 6 bikes to a class, all classes. Signup starts at 5 pm, races begin at 8:15 pm. Dist. 36 sportsman points and trophies in all classes. Info: (415) 228-5676.

SPEEDWAY RACING by International Speedway Inc., every Friday night at Orange County Fairgrounds, near intersection of Newport Blvd. and Fair Dr. in Costa Mesa. Racing starts at 8:15 pm.

SATURDAY, MAY 30th

SPORT RIDING. Huntington Beach Cycle Park. Motorcycle on Motocross course only. $1.50 per bike and rider. Minibikes on minibike course $1.00 per bike and rider 10-4. Spectators 50 cents. Info: (714) 897-4458.

SAT. & SUN., MAY 30–31st

CANADIAN CHAMPIONSHIP 100 MILE CROSS COUNTRY, and Ashcroft Invitational Motocross. Follow signs from Ashcroft, B.C. Trophies to all finishers Cross County pre-entry $5, Post $7. Motocross pre-entry $3, post entry $5. Motocross signup ends at 1 pm Sat., Cross Country signup anytime, with event starting at 10 am Sunday. Camping on VBarnes Lake.

TOUR by North Valley Travelers M.C., 3rd annual Shasta-Cacade, Wonderland affair. Tours leave at 10 am sharp each day. AMA sanct. Post entry $5.75, mail entry $4.75 to Box 792, Central Valley, Calif. 96019. Registration at Caldwell Park, Redding, Calif.

PRO MOTOCROSS by Colorado Pro Motocross Assn., at Coal Creek, Colo. $1000 purse. Three long motos, new course. Post entry $5, sportsman, $7.50 pros. Info: (303) 789-1567.

AMA NATIONAL ENDURO RIDERS CHAMPIONSHIP 500 mile run, by Pasadena M.C., at Pearblossom, Calif.

SUNDAY, MAY 31st

MOTOCROSS, by I.R.E. at Bay Mare. Special anniversary event. $1500 in trophies to all entrants. All classes, signup 7-9 am, 1st race 9:15 am. Limes from Moorpark turnoff on the Ventura Fwy. Info: (213) 348-3349.

MOTOCROSS by Lompoc Slo-Pokes M.C. at Santa Maria (Calif.) Speedway. One mile north of Santa Maria on Hwy 101. AMA Dist 35 points, first race at 11:30 am. All classes, three number plates required. Info: (805) RE 4-5803.

AMA NATIONAL CHAMPIONSHIP 20 lap half-mile dirt event, at Reading Fairgrounds, Reading, Pa.

A.F.M.
Road Race
GRAND PRIX
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Orange County Intl. Raceway
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Children's Playground & Per. Toilets

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BULL ARENA

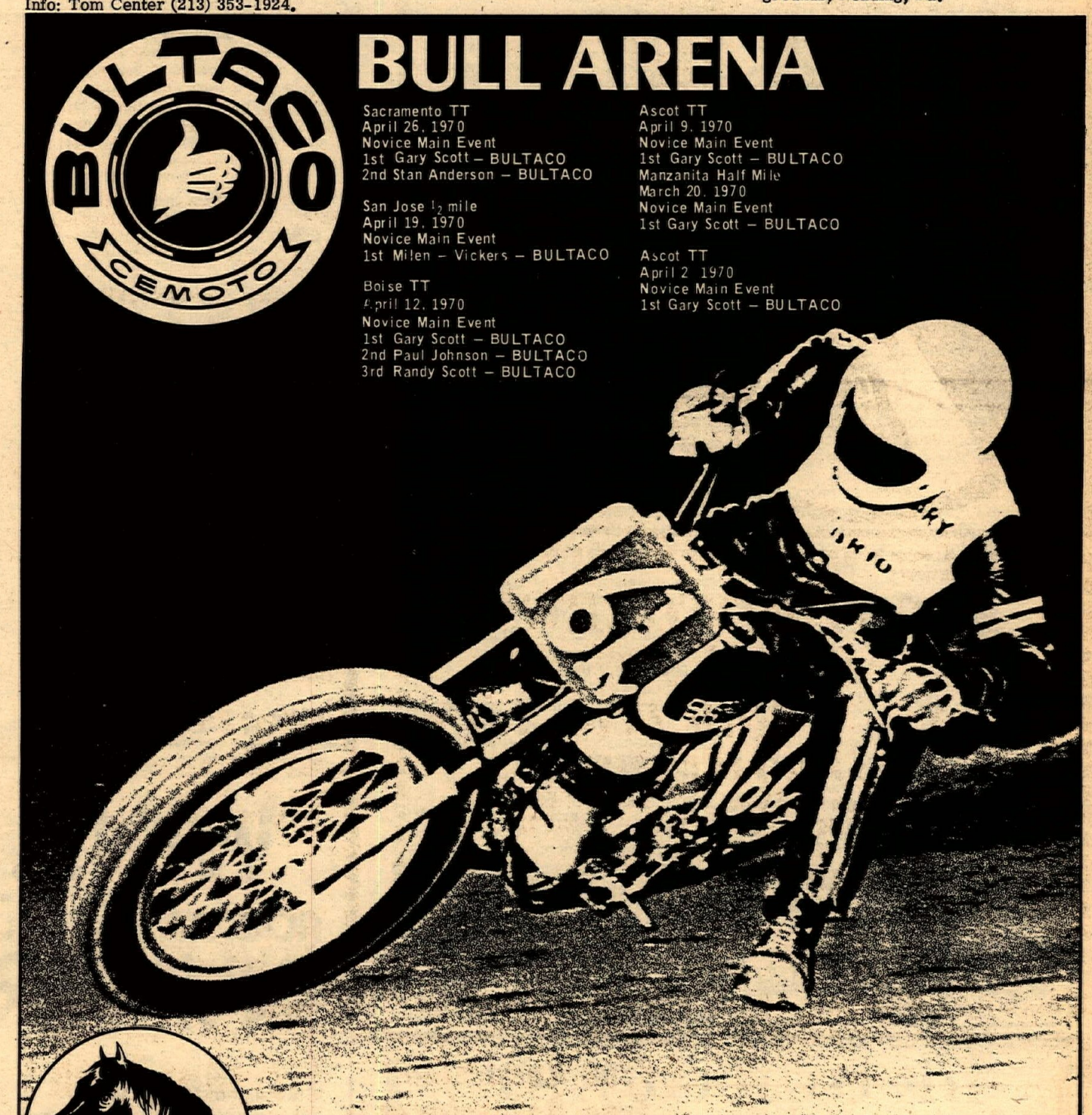
Sacramento TT
April 26, 1970
Novice Main Event
1st Gary Scott – BULTACO
2nd Stan Anderson – BULTACO

San Jose ½ mile
April 19, 1970
Novice Main Event
1st Milen – Vickers – BULTACO

Boise TT
April 12, 1970
Novice Main Event
1st Gary Scott – BULTACO
2nd Paul Johnson – BULTACO
3rd Randy Scott – BULTACO

Ascot TT
April 9, 1970
Novice Main Event
1st Gary Scott – BULTACO
Manzanita Half Mile
March 20, 1970
Novice Main Event
1st Gary Scott – BULTACO

Ascot TT
April 2 1970
Novice Main Event
1st Gary Scott – BULTACO



pursang CORRALS THE DESERT

Antelope Ramblers Hare & Hound
April 19, 1970
1st OVERALL
Tom Poteet – BULTACO

Invaders Hare Scrambles
March 22, 1970
1st OVERALL
Tom Poteet – BULTACO

2nd Rick Shirey – BULTACO
1st 500 Ex.
3rd Fred Riva – BULTACO
2nd 500 Ex.

District 37 Desert Lightweight
first quarter point standings
#1 Tom Poteet – BULTACO

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As The Motorcycle Land Use Issue Moves Into The Public Eye, CYCLE NEWS Is Starting A New Regular Feature. Readers Are Encouraged To Submit Letters, Articles And Other Items Related To Motorcycle Legislation And Land Use. Address Correspondence To CYCLE NEWS Land And Law Forum, Box 498, Long Beach, Cal. 90801.

land & law forum

SAN FRANCISCO – The U.S. Forest Service today turned down a request by the Sierra Club to reverse a Forest Supervisor's decision on the future management of the 39,500 acre Granite Chief Area, 80 miles northeast of Sacramento, in the Tahoe National Forest.

(The Sierra Club had requested that the 39,500 acre Granite Chief Area be declared a "Wilderness Area", under the provision of the National Wilderness Act. In effect, this would have prevented recreational use – including motorcycles – in the entire area.)

J.W. "Jack" Deinema, Regional Forester for the National Forests of California, told an interested group of the Forest Service Regional Headquarters: "We are pleased to continue to work with the Sierra Club and other interested groups. However, based on careful study of all the statements received from the public, evaluation of the resources and conditions of the area, and our experience as professional land managers under the guidelines set by Congress, I have decided that the original conclusion was proper. I am upholding the decision made by Forest Supervisor Hank Branagh to manage the northern portion of the Granite Chief area for backcountry recreation and the southern portion for full resource use."

A key factor in the Forest Supervisor's decision was the fact that 40 percent of the land in the Granite Chief Area is privately owned. Moreover, the area offers opportunities for future recreational use on portions of National Forest land needed to meet the increasing public demand for family camping, fishing, hunting, and sightseeing.

Deinema went on to say, "Because of our concern for unstable soils and watershed protection in the northern portion of Granite Chief, I have already established the 'Granite Chief Motor Vehicle Closure' which prohibitis cross-country use of motorized vehicles on 20,400 acres." The only entry into this area will be either by foot or horseback.

Two million acres, or 10 percent of the National Forest land in California, consist of Wilderness and other lands under study by the Forest Service for inclusion into the Wilderness System.

The U.S. Forest Service is undoubtedly the most progressive of the various public agencies, in recognizing the needs and rights of motorcyclists. They are absolutely clear on which areas may be ridden and explain why certain areas may be ridden and explain why certain areas must be closed. Maps of open and closed areas are available through the organization, and Cycle News will publish this information in a future issue. In appreciation for their concern with off-road vehicle users, we should carefully respect the closed portions of National Forests, as well as doing such things as clean up litter in the open areas.

The following article is a UPI report carried in the April 16, 1970 edition of the Daily Press in Victor Valley.

SACRAMENTO (UPI) – An $18 million plan to rescue the California desert from destruction by smog, motorcycles, garbage and construction was proposed today by the federal Bureau of Land Management.

"Some areas are already being heavily used for recreational pursuits in an uncontrolled manner that will spoil or destroy them," the bureau said in a 70-page report entitled "The California Desert: A Critical Environmenal Challenge."

"Unless we act soon, the desert faces damage and destruction because of people pressure."

U.S. Secretary of the Interior Walter J. Hickel said in a prologue to the report, "The inroads of our civilization are already evident on the desert: air pollution, solid waste disposal, scars on the land surface, accidental destruction and wanton vandalism"...

...The document issued by the California office of the BLM said that to save the 25,000 square-mile desert covering five southern counties the Department of Interior should undertake an $18 million, five-year program to:

–Establish a "uniformed protective ranger patrol" in the desert composed of BLM officers with "law enforcement authority."

–Compile "basic data" about the desert. The area "has never before been considered as a whole," it said. It called present knowledge "fragmented, incomplate, unrelated."

Draw up a design for "total environmental planning and use" of the desert.

–Begin "emergency protective construction to save values now in serious danger." It said this must be done "as soon as possible"...

...Among the greatest threats to the desert, the BLM pointed out, are "indiscriminate off-road vehicle use, improper grazing, careless mining operations and unplanned construction, including road building."

The desert in recent years has become a favorite haunt of trailbike, four-wheel-drive vehicle and dune buggy enthusiasts.

"Littering will foul the scenery and cost many thousands of dollars for clean-up annually. Cultural values that are priceless and can never be replaced will be destroyed," the bureau said.

"Penalties of inaction" could include extinction of rare animals and plants and loss of the last traces of the Old West and Indian heritage, plus increased "health and safety hazards, crime, and even deaths of desert visitors and workers."

We feel that the article typifies BLM's attitude toward recreational land use; off-road vehicle operators are, at best, father rapers ("Peanlties of inaction could include...increased 'health and safety hazards, crime, and even deaths of desert visitors and workers.'"); with the solution to the problem being to throw us all in jail ("Establish a 'uniformed protective ranger patrol' in the desert composed of BLM officers with 'law enforcement authority.'"). It is high time that state BLM director, J. Russel Penny and Secretary of the Interior, Walter J. Hickel got off of their negative, antiquated horses. They must recognize the enormity of this sport and take positive steps toward providing areas for motorized recreation. This is the only way to protect our constantly shrinking desert, while at the same time taking into consideration the desires of a fast-growing, large minority of people

THE READERS SPEAK: A LETTER ON LEGISLATION

I would like to call your attention to excerpts from an article published in the April 15, 1970 edition of the Hacienda Heights Hilander:

On motion of Supervisor Frank G. Bonelli, the Los Angeles County Board of Supervisors today amended its excessive motorcycle noise ordinance to eliminate the nuisance stemming from motorcyclists racing inside their own yards.

The amendment to Traffic Ordinance no. 6544, will now read as follows: "Sec. 7021. PROHIBITION. A person shall not operate any motor vehicle (including any motorcycle, trail bike, dune buggy, motor scooter, or jeep) or the motor thereof on any place other than a highway so as to disturb the peace or quiet of any neighborhood or person by noise, dust, smoke or fumes caused by such motor vehicle."...

...The Supervisor said he has received numberous complaints about excessive motorcycle noise in the Hacienda Heights area.

As I interpret this, Supervisor Bonelli would make your kid a criminal for riding a minibike in his own backyard!

With the constantly rising crime rate and irrepressible drug traffic, it would seem to me that our police force have more than enough to do. And as a parent who wants his kids to grow up with respect for law and order, I think legislation of this calibre also makes my task quite difficult.

I do not believe in riots or other civil disorder. I do not believe in disobedience of the law. However, I do believe that we must resist and actively oppose unjust, prejudiced and irresponsible legislation.

I do not know what action others will feel compelled to take, but I will tell you what I have done.

The next morning, after discovering Mr. Bonelli's legislation, I placed a call to the Sheriff's Department and stated the desire to place a complaint against violators of Traffic Ordinance 6544, Section 7021. I told him there was a bulldozer and other earth moving equipment making noise, dust, and fumes in the field behind my house. I further stated that if the ordinance required citation of kids for starting up minibikes in their own yard, surely operators of tractors should receive long jail terms!

Needless to say the poor officer was a bit perplexed. I finally wound up with the Assistant District Attorney, insisting that he prosecute all violators, including the neighbor who starts his motor vehicle up in his driveway (off the highway) early each Sunday morning when he starts to the desert.

Well, to make a long story short, nobody could quite figure out what to do with me or tell me who was supposed to enforce this law. So I wound up on the phone to Mr. Bonelli's office. He was too busy to talk to me, even after several calls. So eventually I told my story and asked my questions of his very nice secretary. She referred me to Mr. Bonelli's deputy, Mr. Corvell. Mr. Corvell informed me that Mr. Bonelli's office had received several complaints about minibikes and motorcycles and that

(Continued on page 29)

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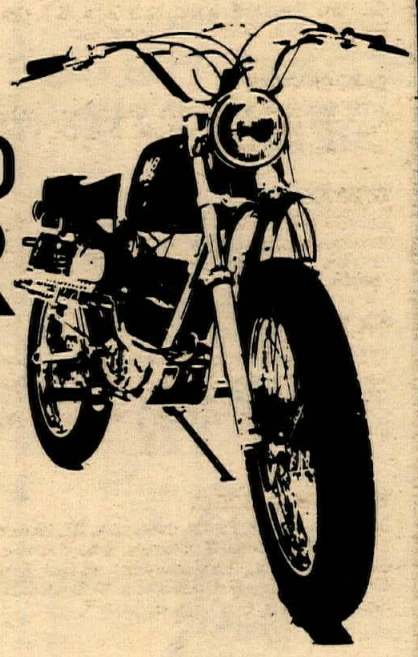
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Europeans Coming For Viking M-X Series

Some of Europe's best motocross heros will be in the U.S. this summer for the Viking International motocross series promoted by Husqvarna importer Edison Dye of La Mesa, Cal.

A six race Nation-wide series will be kicked off by the Firecracker Grand Prix at Saddleback Park, Orange, Cal. on July 4th. Unlike the Inter-Am series that will be held later in the Fall, the Viking races are to be for 250cc bikes only. There are many International and American riders who compete in the 250 class and the series gives manufactures an opportunity to display their 250 machines in the hands of the world's best riders.

Headliner of the foreign stars will be Husky rider Torleif Hansen, the young Swede who won the French Grand Prix two weeks ago.

Point leader in this year's 250 championship, Joel Robert of Suzuki is not listed as a contestant but teammate Olle Pettersson will be on the tour. Two other Swedish Husqvarna riders Hakan Andersson and four time World Champ Torsten Hallman will square off against CZ riders Jiri Stodulka, Kenecny and Halm.

Additional European riders are scheduled to appear and will be flown from the Grand Prix circuit after the English G.P. to ride the U.S. races before flying back for the Grand Prix of Finland.

The other race dates are:

July 5
Sacramento Int'l Motocross, Calif. State Fair Grounds, Sacramento, Calif.
July 12
Seattle Int'l Motocross, Seattle, Washington
July 19
Mid-America Int'l Motocross, Slo-Pokes Motocross Track, Elkhorn, Wisconsin
July 26
New York State Int'l Motocross, Unadilla Valley Sports Center, New Berlin, New York
August 2
Southern Int'l Motocross, Atlanta Moto Sports International, Atlanta, Georgia.

All of these races will be held under the F.I.M. rules and regulations. Riders must conform to F.I.M. rules and regulations.

Sportsman races in all classes will also be on the program to round out the card.

There will be mail entry only in the series. Riders wishing to participate in this series should send their entry forms at once to Inter-American Racing, 4790 Palm Avenue, La Mesa, California 92041.

forum

(Continued from page 28)

he was sorry I could not understand the need for this new legislation.

I assured him that Mr. Bonelli's office would receive a great many more complaints about the miserable new legislation.

If you would like to speak to Mr. Bonelli about his legislation, you may reach him at 625-3611 or you may write to him, as I did, as 500 W. Temple St., Los Angeles, Calif.

R.D. WEBB
Sun Valley, Calif.

We also view Bonelli's latest legislation as prejudicial and ill-advised. Excessive fumes, noise and dust would obviously be covered under the provision of currently enforced "Disturbing the Peace" laws. Therefore, it seems to us that this very directive statute is nothing more than an attempt by the supervisor to curtail an activity that he, personally, doesn't care for. If he is so interested in protecting suburban serenity, why, we wonder, isn't he a front-runner in providing county maintained cycle riding areas? Bonelli and the rest of officialdom MUST recognize the tremendous amount of interest in this fast-growing recreational endeavor and take positive for our needs. We would like to suggest that a group be formed within our ranks to ask for an audience with the Board of Supervisors and educate them as to our needs

S.F. POLICE PATROL PARKS ON TRAILBIKES

SAN FRANCISCO, CALIF. – Motorized patrol of this city's Golden Gate Park and Ocean Beach has been announced by the S.F. Police Dept.

The patrol currently uses horses for the park and beach area, but will soon be patrolling on motorcycles – a dozen Honda 90 step-through trail bikes.

BMW SADDLEBAGS AVAILABLE

Saddle bags for the BMW R50/5, R 60/5, and R 75/5 are available at your BMW dealer, or through Butler & Smith, Inc., Walnut Street & Hudson Ave., Norwood, New Jersey 08648. These functional bags are made of genuine high-grade leather, complete with chrome plated mounting brackets, which attach easily to all /5 frames.

Saddle bags No. M-1002 (with brackets) are priced at $55.00 per pair. Brackets alone, No. M-1003 are priced at $9.00 per pair.

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The American Motorcycle Association Executive Committee unanimously accepted the resignation of William T. Berry, Jr., Executive Director of AMA, effective immediately at their meeting in Los Angeles, California on April 28.

Until a new Executive Director is appointed, the AMA staff headed by Garry Payne, Deputy Director, under the direction of President William M. Bagnall, will operate the headquarter's office.

Prior to the selection of a new Executive Director, a re-evaluation of the duties and responsibilities of this key AMA position is being undertaken by the Executive Committee.

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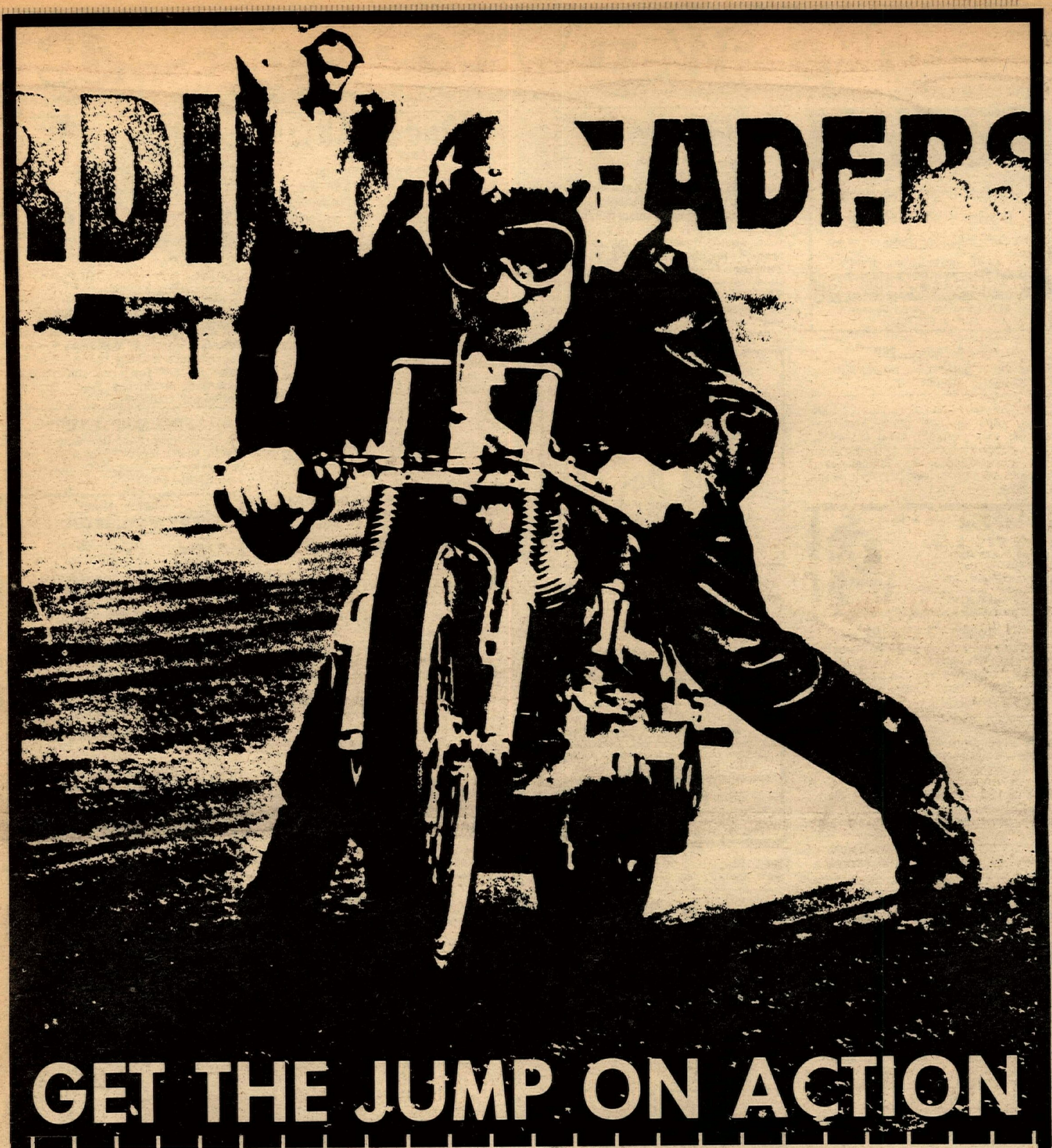

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